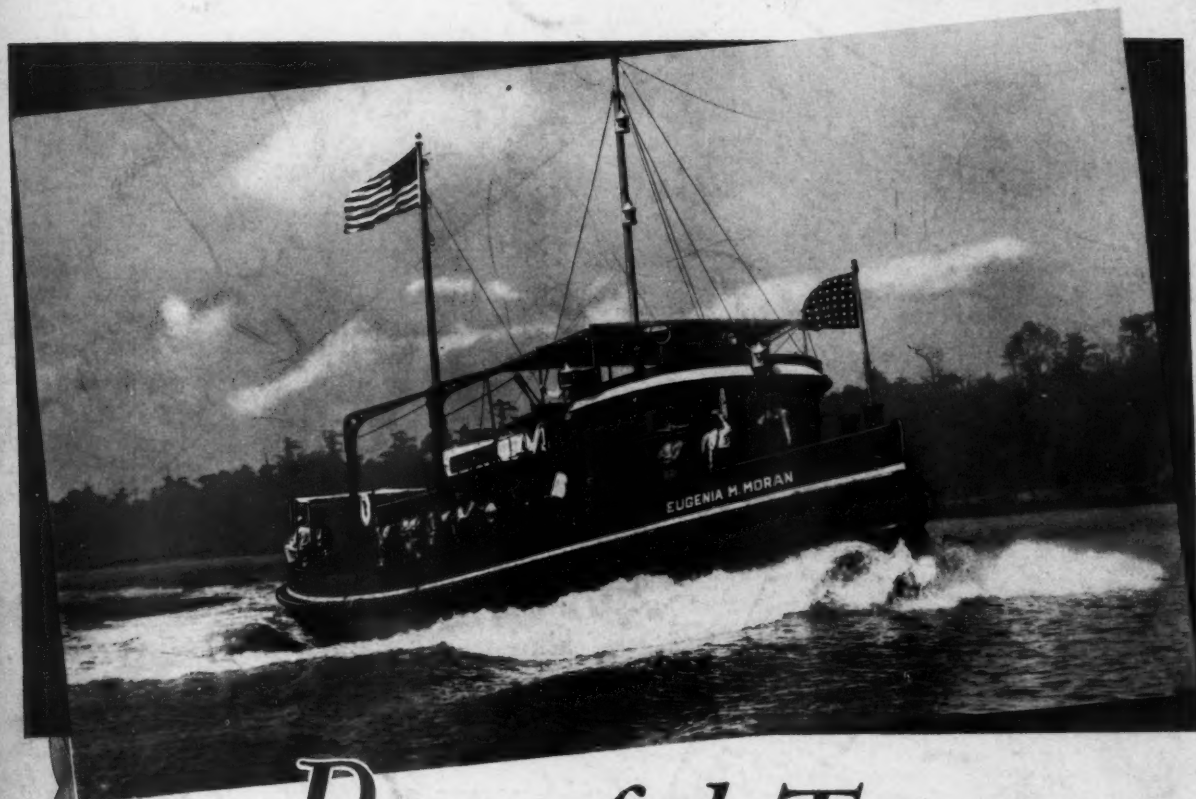


# ATLANTIC FISHERMAN

VOL. XVIII

Registered U. S. Patent Office  
DECEMBER, 1937

NO. 11



## Powerful Tugs.... ....Powerful Rope

**E**SPECIALLY designed for handling large tows and other heavy work, the two new Moran Diesel tugboats, Eugenia M. Moran and Elizabeth W. Moran, are among the most powerful vessels of their

type and size in this country . . . and it is significant that in fitting out both tugs, Columbian Tape Marked Pure Manila Rope was selected.

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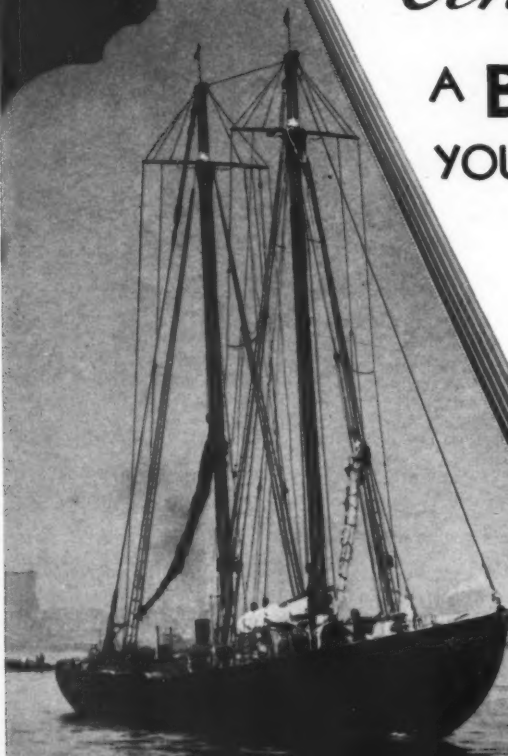


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There are Diesels and DIESELS! The kind you put into your fishing boat, is the kind you'll have to keep—for better or for worse. That's why Cooper-Bessemer earnestly recommends that you carefully investigate the convenience, reliability, and economy — **BEFORE** you buy.



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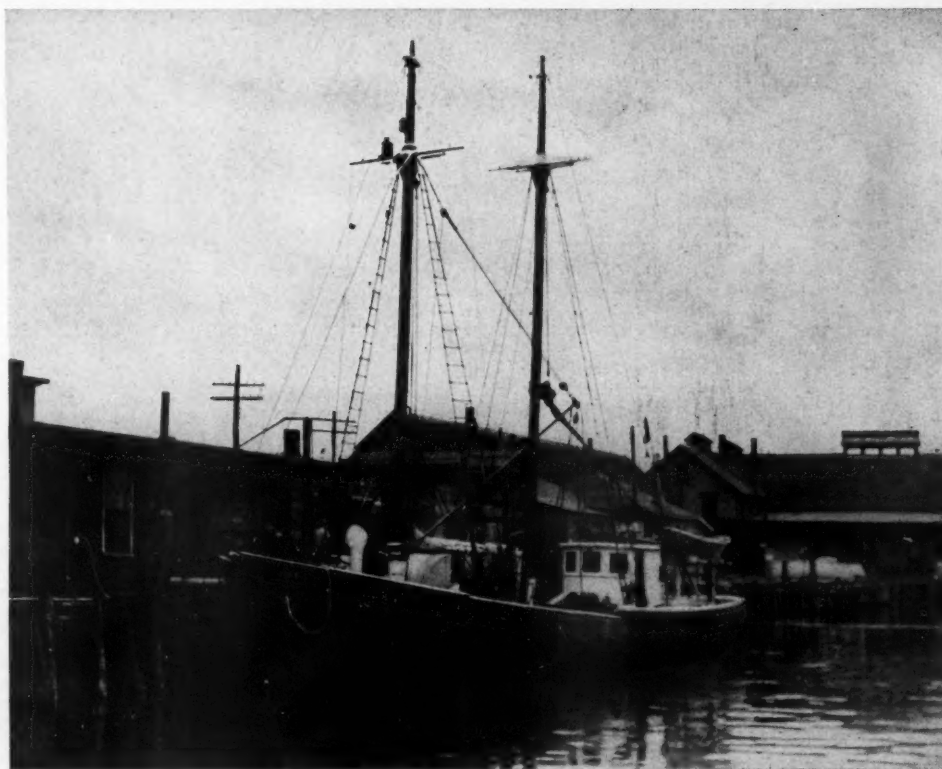
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Owned by Mr. S. T. Whitney of Rockland, Maine, and commanded by Captain Lew Wallace, the 70-foot dragger "Louis A. Thebaud" is equipped with a 32 volt Exide-Ironclad Marine Battery.



## When this dragger puts to sea she leaves battery worries ashore

**L**OUIS A. THEBAUD" is shown unloading scallops at Rockland, and the regularity with which she comes in with a full hold is a tribute not only to her captain and crew but to the way she is fitted out.

She is equipped with an Exide-Ironclad Marine Battery that

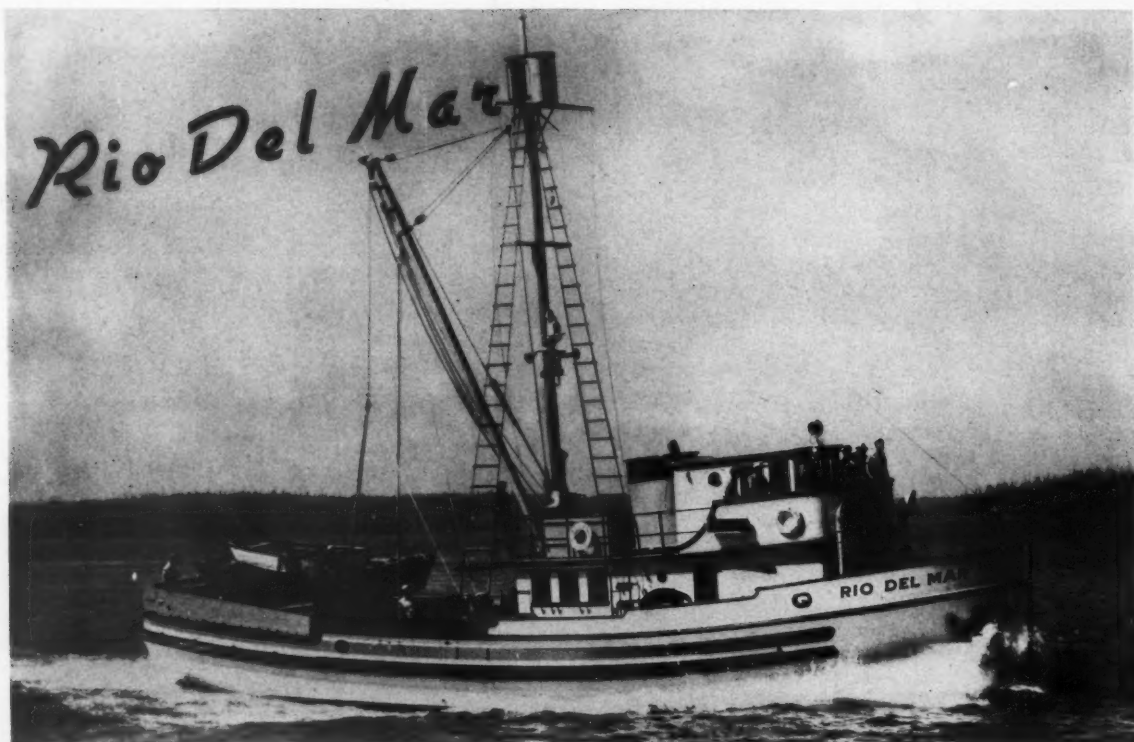
furnishes power for lighting as well as electrical auxiliaries. And experience here has proved, as it has for countless fishermen, that the way to be sure of economical, dependable battery power is . . . ship an Exide every time.

The Exide line includes 6 and 12 volt Exides for small boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for large vessels. You'll save and play safe with an Exide. Why not write us today?



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Powered with a 350 H. P. SUPERIOR DIESEL

Seine boat RIO DEL MAR was built this year by the J. M. Martinac Shipbuilding Corp., Tacoma, Wash.

To the 77-ft. RIO DEL MAR, owned by R. D. Suryan, Anacortes, Wash., goes the distinction of being one of the finest and most powerful seine boats in the sardine fishery . . . and she's a real "money-maker" too.

She has speed to burn with her sturdy SUPERIOR Diesel driving her 12 knots when speed means extra profits. Like all SUPERIORS, the RIO DEL MAR'S power plant is simple, smooth-running, flexible, sure-starting, with a fuel sys-

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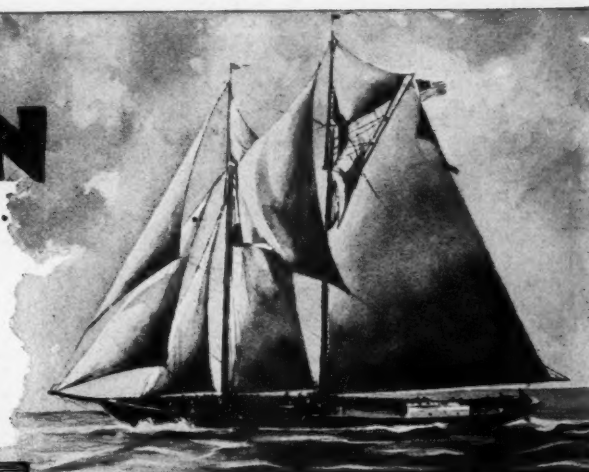
GARDNER LAMSON, *Field Editor*

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Covering the Production, Processing and Distribution of Fresh, Frozen, Filleted, Canned, Dried, Smoked, Salted and Packaged Fish and Shellfish.



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## Fisheries Destined for Continued Success

THE seafood business is good, due partly to the high price of meat, but even more to the improved quality of fishery products as landed, advanced merchandising methods, and the interesting and informative publicity prepared by such organizations as the Maine Development Commission, the Massachusetts Fisheries Association, the New England Oyster Growers' Exchange, the Middle Atlantic Fisheries Association, the Oyster Institute, and other organizations concerned with the production and distribution of fish and shellfish as well as individual concerns.

"Save health and wealth by eating more fish" advises the Massachusetts Bureau of Marine Fisheries in a publicity release.

"Full-meated, boneless fillets of fish are expertly produced by filleters working in spotlessly clean fish-filleting establishments, preparing these delicious, edible portions of fish, wrapping them, packing them in attractive cartons, and placing them in the hands of the housewife in such up-to-date form that all preparatory work of the housewife is eliminated.

"For years the fishing industry has been retarded because of the lack of study of an improved and modernized connecting link between the catching of fish and the preparing of it for the table. For years, attentive interest was directed only to the catching of fish, the preparation of the product being considered the duty of the housewife.

"Modern apartments, improved arrangements of living have been instrumental in lifting the housewife out of that category and placing the responsibility of the preparing of fish where it rightfully belongs, in the fishing industry.

"Millions of people in this and other states have recently witnessed the thrilling moving picture 'Captains Courageous' which realistically portrays the catching of fish by the fishermen out of Gloucester. This picture has definitely registered the thought of fish on the minds of millions of people who have become 'fish-minded' and it creates a splendid opportunity for the fishing industry to inaugurate an enthusiastic campaign for the use of more fish."

All food products are competitive, and meat is not the only competitor of fish. High meat prices may direct the attention of purchasers to other products, but to center this attention on seafood requires effort on the part of the seafood industry.

Advertising is required to acquaint the consumers with the fine merits of fish as a protein food, stressing the abundant variety of fish and shellfish, the many ways to prepare attractive fish dishes, the easy digestibility and high nourishing qualities of seafood; and to make better known the fact that fish, living in a medium that supports their bodies, have deli-

cate flesh, and that this delicious flesh fully meets the needs of present day living conditions.

The industry is expanding because of the improved quality of its product, and the advertising and publicity efforts that are being put behind it. These factors are being given increased attention, and continued promotional work will assure continued expansion.

Production facilities will keep pace with the increasing demand which in the course of the next few years can be doubled and still represent only a conservative per capita consumption.

The future of the fish and shellfish industry offers more than ordinary opportunities, the only requirement being to keep the public acquainted with the exceptional values of the product. This is being done, and the work will be continued on an increasingly larger scale, now that results have manifested themselves in such a way that it is clear that the major problem of the industry is more and better merchandising.

The greater consumption of fishery products will continue to require increased production facilities. This requirement has been met to a considerable extent during the past year, but an adequate production policy will call for continual additions to the fleet and replacements of worn-out or inefficient equipment.

Quality of catches is essential, which cannot be provided without the best of equipment and facilities. Therefore, the fishing industry offers assurance of a bigger and better market not only to those who are engaged in it, but also to those who supply its needs.

Credit for promotional work is due such men as E. H. Cooley, of the Mass. Fisheries Association; A. H. Payne, of the New England Oysters Growers Exchange; John H. Matthews, of the Middle Atlantic Fisheries Association; Dr. Lewis Radcliffe, of the Oyster Institute of North America; and other publicity-minded executives of fisheries organizations and State departments.

A newspaper dispatch from Colchester, England, recounted a statement made by Sir Holman Gregory, former Recorder of London, at the celebration this year opening the oyster season.

When this was called to the attention of Dr. Radcliffe by R. Lawson Miles, Jr., of Norfolk, Va., he immediately contacted a newspaper writer who handles scientific subjects, and furnished him with material for an illustrated story centering around this dispatch.

This is only one example of the alertness of association officers who are advocating more advertising and publicity to advance the industry to still greater heights.

# The European Fishery Situation

Gardner Poole, Frosted Foods Sales Corp., Draws  
Some Parallels Between Conditions Abroad and Here

**T**HE British Isles form one undivided market for fish, although certain areas have individual preferences or particular contacts with certain ports. The lines of distribution radiate inward from the various ports which are quite readily accessible within a few hours, thus minimizing the problem of distribution from the standpoint of distance. Grimsby alone dispatches fish by rail daily to nearly 3,000 distributing points.

The fish landed at all ports are almost without exception sold by auction at the port. Fish are unloaded from the trawlers in the early hours of the morning and, under a defined system of selling, at a given hour the catch of each boat is sold at auction, starting at one end of the dock—usually at 7:45 A.M.—and being completed at the other end of the dock (approximately 1 mile distant) by 11:30 A.M. Each dealer purchases at auction on the basis of his estimated requirements, although stocks purchased which are not absorbed by direct sale are usually shipped on consignment to inland distributing points. Shipments are usually dispatched in special fish trains which have the right of way on all railroads, thus assuring the arrival early the following morning at all inland points of distribution.

The history of the industry is closely linked with the railroads; the docks and fish markets of Hull, Grimsby, Fleetwood and some other ports are railway owned and the bulk of the fish traffic from these ports is carried by the railways.

## Inland Distributing Markets

The extent and importance of some of the inland fish distributing markets is of interest. Billingsgate Market, for instance, in the heart of London and owned by the City of London, handled last year approximately 370,000,000 pounds of fish, and all wholesale markets operating in the immediate vicinity handled an additional 80,000,000 pounds, or a total of 450,000,000 pounds. Within a radius of 30 miles of this market there is a population of 10,000,000 people.

Manchester and Liverpool, together, serve a population of some 6 to 7 million; Birmingham and Glasgow a population of 3 million and 2½ million respectively. These markets are the natural food reservoirs for their respective areas which, together, account for approximately one-half the population of Great Britain.

Formerly 70 per cent of the white fish (ground fish) handled at Billingsgate was landed directly from either trawlers or so-called carriers, operating directly from the docks up the Thames River; today, however, due to changed conditions in the industry, these direct landings have fallen off to practically nothing so that the larger portion of fish received and handled through Billingsgate comes by rail. There are about 230 wholesale markets either inside Billingsgate or in its immediate vicinity, 150 occupying stands on the main floor of the market.

## 30,000 Fish and Chips Shops

It is now generally understood that fish passes into consumption through two main channels: the fishmonger and the fish frier. While there are no reliable statistics and it is extremely difficult to judge the number of retail outlets, it is estimated that 60 per cent of the entire white fish (ground fish) production of Great Britain is distributed through fish friers. There are approximately 30,000 of these fish and chip shops in the British Isles, probably outnumbering the fishmonger two to one. The fish frier naturally finds a market in the industrial districts of the North, although he is now securing a real footing in the sections formerly controlled by the fishmonger; in fact, the trend of fish distribution in England seems to be continuing to these channels.

## Importance of Cooperatives

One of the interesting developments in England is the rapid advance of co-operative marketing in all trades, including the

fisheries, one wholesale co-operative association alone having 8,000,000 members. These associations are becoming very important factors in many lines, the above association for instance accounting for 35 per cent of the entire tea purchases of the world, 25 per cent of the net meat purchases of Australia and New Zealand and about 40 per cent of the entire dairy production of Denmark. They are relatively large factors in the purchases of other food products as well as raw materials and manufactured products in all lines and are now becoming somewhat of a factor in the fisheries. This movement is growing in England along the same lines as in Sweden, where we find it operating almost on a national basis.

## Serious Problems Confront Fishing Industry

My conclusions are that the fishery industry in England is facing some serious problems which will result either in the rapid decline of these fisheries or in the necessity for adopting alternative methods of solving these problems, such as the application of refrigeration at the source of supply of their fishery products, or on some basis that will again assure the English people of a supply of wholesome fishery products, thus maintaining fish as an important item in their diet.

## Conservation of U. S. Fisheries Essential

We here in the United States can and should draw some lessons from this situation, especially as regards the need for conservation in our own fishery supplies, particularly in our coastal waters. We have an example on the West Coast, worthy of our consideration. It has been a source of great encouragement and satisfaction that conservation measures and regulations, strictly adhered to, are giving assurance of the rehabilitation of the salmon supplies of the Pacific Coast. The excellent work of the Joint Halibut Commission, under the direction of Dr. Thompson, has provided most encouraging information which gives assurance of the rehabilitation of some of the halibut grounds which had become so nearly depleted.

In spite of all this good work, however, it appears that we are now faced with a situation which, to say the least, may threaten to undo what has been accomplished. During the past year, Japan has been conducting experimental fishing off Alaska and appropriations made by the Tokio government provide that these experiments shall continue for a period of three years. Any unlimited, uncontrolled fishing off the Pacific on the part of Japan—or of any other nation—would without doubt nullify all the efforts which have been made by the American and Canadian governments to limit the catch of salmon and halibut for the purpose of insuring their proper conservation. Unfortunately, this situation is made more difficult from an international point of view because apparently Japan would have a legal right to fish on the high seas, outside the three-mile territorial limit of any country.

It may be possible that the American and Canadian governments could enter into some agreement and take the question before the League of Nations in an effort to obtain an international treaty governing deep sea fishing, on the basis of claim that the birth of fish in territorial waters dictates its ownership by the country to which these waters belong.

Comparatively, I believe the fisheries of the United States are of equal relative importance to those of any country in the world and are capable of rendering great service to our people. Encouragement on the part of the federal government should be accorded the fisheries in providing adequate appropriations for conducting necessary research, as a basis for the fullest co-operation on the part of the industry and our people, through the establishment and maintenance of conservation measures that will assure the perpetuation of this great natural resource for future generations.

# Eastern and Western Purse Seining

Hervey M. Petrich Traces the Origin and Development of Pursing Operations as Practised in the East and West

**H**AVE you ever observed how traditions have governed the lives of men and their ways of doing things? How they adhere to a set mode of living because it has been bred in them? In the lives of fishermen we find that tradition holds a strong foothold. Systems of fishing have been handed down from father to son. Sturdy vessels have outlived the lives of the original owners and are carried on to their posterity—and so the traditions of fishing are carried on. Here in the U. S. we find two entirely different methods of fishing—one on the East and one on the West Coast, separated by 3000 miles of continent each with its own history and origin which is now becoming traditional.

Before comparing the two different systems I must explain that it is a comparison of those fishing vessels using nets and restricting their operations to fish that school and can be seen from the surface. They are usually called seine boats and can be found on the Eastern Coast fishing for mackerel and menhaden and other schooled fish. While on the Western Coast they fish for salmon, herring, sardines, mackerel and tuna; keeping in mind that there is no reference to the trawling boats or the hook and line boats on the East Coast, or the bait boats which fish exclusively for tuna on the West Coast. It is simply a comparison of seine boats of the East and West.

The seine boats of the East, no doubt, have their origin from the sturdy fishermen who migrated to the U. S. from the Northern countries of Europe. Their traditions of fishing can be traced back for hundreds of years. Until today we find the trim mackerel boats towing the large seine skiff around a choice school as the seine is being played out. The pursing operation takes place in the skiff and the large boat stands by until the mackerel are ready for brailing into the hold below and iced.

The menhaden methods are somewhat different inasmuch as

two large seine skiffs and a small striker boat are used. Half the net is in each boat and each boat makes a half circle and meet to complete the haul. The net is then pursed and the menhaden drawn to the surface to be brailed into the hold of the menhaden vessel.

Knowing that the readers of this publication are mainly on the East Coast I will give a more detailed description of the traditions and methods of operations of the Western system. It is relatively new in comparison with the seining methods of the East for its origin can only be traced back some 50 years and the originators have come chiefly from the shores of

Dalmatia on the Adriatic Sea. Many years ago a beach seine called a "chinchola" was stretched out from this shore corraling various fish and pulling them in. When the fish were too far off shore the fishermen would row out at night and attract the schools to shore with lanterns. Within striking distance of the shore the net would be dropped around the fish and they would be in the market place by morning.

These sturdy sons of the Adriatic migrated to the U. S. and, finding the Puget Sound country similar in many ways to their homeland, they settled there and took up the noble art of fishing. Again their beach seines dropped below the surface to reap the harvest of salmon, smelt, herring, etc., but unfortunately, they could not attract the salmon shoreward with their traditional lanterns. Disappointed they watched the salmon jump and frolic beyond the reach of their nets.

Since the salmon would not come shoreward, there was only one thing to do and that was to go "fishward". It is said that a Chinaman almost 50 years ago was first responsible for the divorce of the seines from the shore. We can imagine him saying, "If fishie no comie to shorie we rowie to fishie".

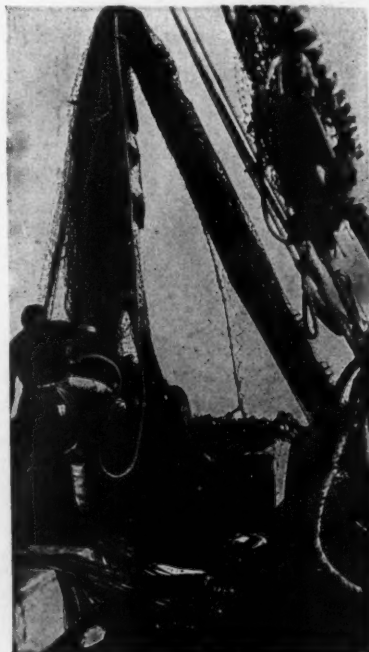
And so it was that an open scow was added to the fisherman's floating equipment. The nets were arranged in a new way, with a series of metal rings placed at intervals along the bottom and a long rope called a "purse line" strung through the rings. Immediately upon sighting the fish the net was dropped around them and both ends of the purse line were drawn in, forming a "purse" and preventing the fish from escaping from the bottom.

With a crew of from 8 to 10 men, the skiff with the net aboard would tow the scow to a favorable fishing ground. When the salmon were sighted the net was made fast to the scow by one end and circled around the school by the skiff. As soon as the other end of the net was brought aboard the scow, the purse line was immediately placed in the hand winch, drawing the rings and lead line aboard. The balance of the net was pulled in by hand, forcing the fish into one end of the net, from which they were soon gathered. The net then had to be arranged on the stern of the skiff to prepare for the next haul.

All these early operations were conducted by hand labor, very hard and tedious. About the year 1903 a radical change was made with the appearance of the gasoline engine. It was at this time the fundamental difference between the two systems was made. From the begin-

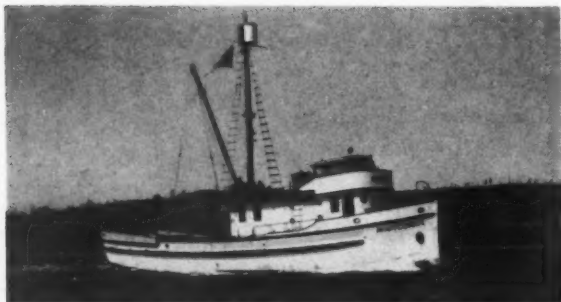


Here we see the sardines in the bunt of the net ready to be brailed into the hold.



This picture shows the net being hoisted aboard with the power winch. Note the lead line in the foreground.





The "Marconia," a typical Western purse seiner of the modern type as she travels thru the water at 10.6 knots. Dimensions are: length, 81 ft.; beam, 20.4; depth, 9.9 ft. Powered with a 200 hp. Atlas Imperial 6 cylinder, direct reversible Diesel engine. Built in the Spring of this year by the Western Boat Building Company of Tacoma, Washington. Hold capacity of 150 tons of sardines and a deck load of another 25 tons.

ning the Western boat was designed with the engine forward, as was also the pilot house. This gave a clear deck aft for fishing operations and a turn table upon which to keep the net. The fish hold was also located in the stern of the boat, while the Eastern boat was built oppositely, having the engine and pilot house aft and the clear deck forward with the fish hold amidship.

The gas engine was well received by these progressive fishermen. They appreciated the advantage of replacing the hard labor of rowing by mechanical propulsion. Within a short time they connected the winch with the main engine by a line shaft and eliminated the heavy work of pursuing by hand. The method of making a haul was also changed somewhat, as the end of the net was now made fast to the skiff, while the power boat made the circle and then picked up the first end, having both ends aboard to complete the haul.

Another marked improvement was the adoption of a turn table on which the net rested. This table was on the extreme stern of the boat and, as a set was made, the net dropped over the stern of the boat and took its proper position in the water. When gathering in the net the table was turned

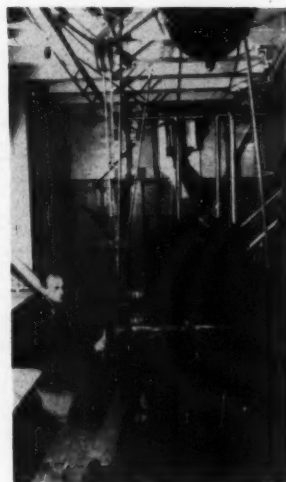


View of seine winch in operation as it hoists the heavy lead line aboard. Note the two gypsies which are used simultaneously when the purse line is pulled in from both ends. One of the auxiliary equipment driven by the main engine.



The seine boat returns to the skiff and takes both ends of the net aboard. The purse line is immediately placed in the winch, closing the bottom of the net like a zipper and placing the bottom portion of the net on deck. This prevents the fish from escaping. Note the small row boat in the large skiff. This boat is used to fasten extra corks and buoys on the cork line when an overabundance of fish are secured within the net.

Engine room of the "Marconia" showing the 200 hp. Atlas Imperial engine. Note the overhead line shaft which drives the various deck equipment. Welded fuel tanks on the side, total fuel capacity is 5000 gallons. A 2 kw. generator overhead is driven by the main engine and supplies a 32 volt system.



athwartships to receive the net as it was drawn in, laid out in orderly shape for the next cast. With the entire net back on the table, it was again turned toward the stern for another haul; and thus the handling of the net the second time was eliminated.

Another marked improvement was the use of a mast and boom for lifting up the heavy lead lines and rings, also to use as a brailer in removing large numbers of fish from the net.

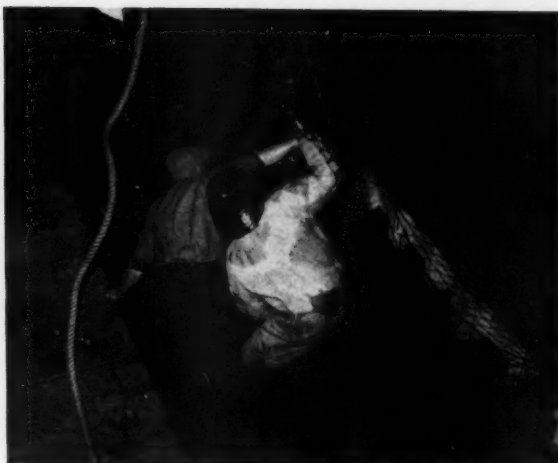
Each year with larger and safer boats the fishermen became more venturesome and sailed forth from the protected waters of Puget Sound to cast their nets on the open seas off Cape Flattery. New fields of operation were soon opened and about 1915 some of the salmon boats were taken to Alaska. About this time the herring fishery began to develop and a system of fishing similar to that found in the menhaden fishery with two large skiffs was inaugurated. However, the method of the Western seiners was found to be superior to this system and was soon used exclusively. Soon after this these boats entered the various fisheries of California and were found to be admirably adapted and quickly demonstrated their usefulness in taking tuna, sardines, skipjack, barracuda,



All hands on the turn table to haul in the 230 fathom sardine net. At this point the lead line has already been placed on deck and now the entire crew of 12 men replace the net on the table with the help of a power roller which is on the extreme right, not visible in the picture. As the net is drawn in all the fish are forced into the bunt or end of the net and are then brailled aboard. Note the outline of floating corks from the net in the background.



*The large brailer as it delivers the sardines from the net into the fish hold. One scoop of the brailer will deliver from 3 to 5 tons of fish at a time. This is a night scene while fishing for sardines off the California Coast.*



*Arranging the lead line before it is lowered on deck. The heavy weight is carried by the strong boom overhead. This is a night scene while fishing for sardines off the California Coast.*

mackerel, etc. In recent years a large number of boats, including many of a size never thought of ten years ago have been built primarily for the California tuna and sardine fisheries. The next marked development was the introduction of Diesel power to replace the old heavy duty gas engines. These Diesel engines helped to keep operating costs lower and enabled the boats to cover a wider field of operations.

There is a wide range of sizes varying from the 50 ft. boat of the local Alaska use to the large 120 ft. length for Southern California used exclusively for tuna. The main power plants run as high as 600 hp., but fundamentally they all use the system of seining that originated in Puget Sound some 50 years ago. It is the same system that harvests herring and salmon in Alaska; salmon and pilchards of Canada and Washington and Oregon; tuna, sardines and mackerel in California and Mexico.

Let me take you aboard an average modern purse seiner, one of the 70 odd boats constructed on this coast this season. The name is *Marconia* and she was built at the cost of approximately \$50,000.00. The dimensions are 81 ft. long, 20 ft. beam, 9.9 ft. depth. Just 10 feet aft of the stem is located a 200 hp. Atlas 6 cyl. direct reversible Diesel engine. All auxiliary machinery and equipment is driven from the main engine by an overhead line shaft. Looking forward we see a shaft running to the anchor winch on the forward deck. Here is a 400 lb. anchor of special design having 100 fathoms of cable and 20 fathoms of chain. Another shaft connects to two centrifugal pumps in the engine room, each 3½ inches in size, which are so necessary in the sardine fisheries. Running aft to the main fishing deck is a shaft connected to the combination tow bit and seine winch. Here is a dual gypsy to haul in both ends of the purse line at one time, also used for loading and unloading cargo. Close at hand you find a combination of two diaphragm deck pumps also operated by the main engine. And on the extreme stern is a large roller on the turn table also powered by the main engine, which makes it easier to haul in the heavy nets.

The main deck house holds spacious quarters for 12 men and adjoining is the immaculate galley with fresh and salt water under pressure, tile sinks, oil burning range. On top is the pilot house with all engine controls, navigating instruments, radio telephone and direction finder.

The fish hold takes up a goodly portion of the hull as it is 40 ft. long, 19 ft. wide and 8.6 ft. high. In the hold alone this boat carried 150 tons of herring and another 25 tons on deck with guards-above water.

Let us compare the nets of the sardine and herring fisheries of the West to that of the menhaden. We find the men-

haden net to be from 135 to 200 fathoms long; 9 to 10 fathoms deep; about 2800 corks 4 inches in diameter; 40 brass rings and a 300 pound tom weight. Fishing takes place during the day time only.

The Western net of this type is between 200 to 250 fathoms long; 35 fathoms deep; 5000 six inch corks; 2000 pounds of lead line and 60 rings. Fishing is done both at day and night time. A haul with no fish to brail takes about an hour and is back in place for another haul. For sardines a brailer 25 feet long is dipped into the school and the open end carried to the hatch, the other end of the brailer is hauled into the air causing the sardines and herring to fall into the hold by gravity. As much as five tons have been brailed at one time.

Tuna fishing is carried on extensively during the Summer months by these same boats. A larger and heavier seine is placed aboard, and the search for this fish takes place off the coast of California and Mexico. There are no fish so illusive and so easily scared as tuna. To note the large tonnage of tuna that purse seiners bring to the canneries each year is proof of their ability to catch any type of fish that school.

*Editor's Note*—If there are any points covered above, or not touched upon, on which readers of *ATLANTIC FISHERMAN* would like additional information, the author will gladly expound on these points if reader will address him at P.O. Box 1114, Tacoma, Washington.



*Washing a net of slime and blood and removing any gilled fish.*

## Boston Landings Increase

**D**URING the three weeks ending December 2, Boston Fish Pier landings increased nearly 3 million pounds, or 17% over the corresponding 1936 period. Total 1937 landings to December 7 were 291,000,000 against 293,000,000 in the same period of 1936.

If this rate of increase continues for the remainder of the month, the year's total will pass the 1936 figure. Had the mackerel season been normal, there would have been a sizable increase over last year.

### Groundfish Prices Good

Groundfish prices during the past month have been good, with haddock bringing from 4 to 7 cents per pound, with the exception of a few days when it went down to 3 cents.

### High Mackerel Prices

Mackerel prices have been very good, being 6½ to 9 cents per pound. Owing to the high prices paid for fresh mackerel this season, very few have been salted.

Although a considerable amount of mackerel has been coming in during the past month, the landings of the fleet for the year are far behind 1936. To November 30, 10,245,000 pounds were landed, as compared with 35,971,700 pounds last year.

### Russell Fish Co. Moves to Portland

Russell Fish Co. is moving its business from 39 Fish Pier, Boston, to Central Wharf, Portland, Me., where it will operate as the Mid-Central Fish Co. of Maine, using the facilities of the Central Wharf Cold Storage Co. for filleting and freezing fish.

The new company will be affiliated with Mid-Central Fish Co., Kansas City, Mo. The officers are: Russell Yelton, Pres.; Paul Davis, Vice-Pres.; P. J. OHara, Treas.; Robert W. Howlett, Ass't Treas. and Cashier.

### Booth Acquires Additional Store

Booth Fisheries Corp., 33 Fish Pier, has leased Store No. 35, formerly occupied by O'Donnell Fisheries. The new store will provide additional packing and shipping space. The Company is also gradually enlarging its quick-freezing facilities.

Richard Lowry, previously with Star Fish Co., recently joined Booth as salesman.

### New Cooper-Bessemer Boston Branch

The Cooper-Bessemer Corp. has opened a factory branch warehouse at 269 Northern Ave., Boston, with Leonard L. Steele as manager. It will be operated under the direction of Walter Souza of the Company's Gloucester office, and will provide an increased stock of parts for Boston territory.

### Wharf Machine Equipment for "Paolina"

Wharf Machine & Electric Co., Inc., has sold the following equipment for the *Paolina*, Gloucester, owned by Joseph Frontiero: auxiliary plant consisting of Model CD 8 hp., 1200 rpm. Lister Diesel and 2 kw. Diehl generator; Ingersoll-Rand high pressure air compressor and Gould 2 in. water pump, both driven by Kinney drive plate disc clutch; and switchboard made by Wharf Machine & Electric Co., Inc.

## Boston Fish Pier Landings for November

(Hailing fares. Figure after name indicates number of trips)

<i>Adventure</i> (7)	395,500	<i>Isabelle Parker</i> (2)	117,000
<i>Alpar</i> (4)	92,700	<i>Jeanne D'Arc</i> (1)	235,000
<i>Alvan T. Fuller</i> (1)	44,000	<i>Joffre</i> (2)	105,000
<i>American</i> (4)	210,000	<i>Killarney</i> (1)	66,000
<i>Amherst</i> (3)	438,000	<i>Kingfisher</i> (2)	251,000
<i>Andover</i> (3)	531,000	<i>Lark</i> (4)	177,500
<i>Andrew &amp; Rosalie</i> (2)	74,000	<i>Loon</i> (2)	340,000
<i>Annapolis</i> (1)	151,000	<i>Magellan</i> (1)	80,000
<i>Arlington</i> (3)	364,000	<i>Maine</i> (4)	246,500
<i>Atlantic</i> (4)	281,000	<i>Maris Stella</i> (3)	224,000
<i>Bettina</i> (1)	108,000	<i>Mary E. O'Hara</i> (2)	115,000
<i>Boston</i> (1)	127,000	<i>Neptune</i> (3)	235,000
<i>Boston College</i> (3)	145,500	<i>Newton</i> (3)	261,000
<i>Brant</i> (2)	252,000	<i>North Star</i> (1)	54,000
<i>Brookline</i> (3)	346,000	<i>Notre Dame</i> (4)	377,500
<i>Cambridge</i> (2)	133,000	<i>Ocean</i> (3)	320,500
<i>Comber</i> (3)	250,000	<i>Olympia</i> (2)	45,200
<i>Coot</i> (1)	138,000	<i>Paolina</i> (7)	231,600
<i>Cormorant</i> (2)	262,000	<i>P. J. O'Hara</i> (2)	167,000
<i>Bettina</i> (2)	269,000	<i>Penguin</i> (3)	466,700
<i>Curlew</i> (2)	225,000	<i>Plover</i> (2)	262,000
<i>Dartmouth</i> (3)	355,000	<i>Plymouth</i> (2)	295,000
<i>Delaware</i> (3)	340,000	<i>Princeton</i> (3)	344,000
<i>Donald Amirault</i> (2)	227,500	<i>Quincy</i> (3)	218,500
<i>Dorchester</i> (3)	314,000	<i>Rainbow</i> (2)	69,500
<i>Ebb</i> (3)	332,000	<i>Raymonde</i> (1)	41,000
<i>Edith L. Boudreau</i> (3)	238,500	<i>Rhodora</i> (1)	56,000
<i>Elk</i> (2)	54,000	<i>Ripple</i> (3)	313,500
<i>E. M. Goulart</i> (2)	105,200	<i>Saturn</i> (4)	432,000
<i>Evelyn G. Sears</i> (2)	94,500	<i>Sea</i> (3)	353,000
<i>Exeter</i> (2)	90,000	<i>Shamrock</i> (4)	232,000
<i>Fabia</i> (3)	392,000	<i>Shawmut</i> (1)	57,000
<i>Famiglia</i> (2)	65,500	<i>Spray</i> (3)	402,000
<i>Flow</i> (3)	537,000	<i>Storm</i> (3)	298,000
<i>Foam</i> (2)	204,000	<i>Surf</i> (5)	430,000
<i>Fordham</i> (3)	315,000	<i>Swell</i> (3)	447,000
<i>Frances C. Denehy</i> (3)	170,000	<i>Teal</i> (2)	180,000
<i>Gemma</i> (3)	377,000	<i>Thomas Whalen</i> (4)	459,500
<i>Georgetown</i> (1)	50,000	<i>Tide</i> (3)	339,400
<i>Geraldine &amp; Phyllis</i> (3)	210,000	<i>Trimount</i> (2)	156,000
<i>G. L. Thebaud</i> (2)	123,000	<i>Triton</i> (3)	353,000
<i>Gertrude Parker</i> (3)	131,200	<i>Uncle Guy</i> (2)	90,900
<i>Gossoon</i> (4)	249,000	<i>Vagabond</i> (1)	40,000
<i>Gov. Al Smith</i> (1)	79,000	<i>Vandal</i> (1)	44,500
<i>Grand Marshall</i> (1)	64,000	<i>Venture II</i> (3)	166,000
<i>Harvard</i> (3)	442,000	<i>Whitecap</i> (3)	368,000
<i>Hekla</i> (4)	470,000	<i>Wild Goose</i> (3)	435,000
<i>Helen M.</i> (2)	87,500	<i>Wm. J. O'Brien</i> (2)	235,000
<i>Heron</i> (2)	339,000	<i>Wm. L. Putnam</i> (5)	159,500
<i>Holy Cross</i> (1)	129,000	<i>Winchester</i> (3)	562,500
<i>Illinois</i> (3)	134,000	<i>Winthrop</i> (2)	165,500
<i>Imperator</i> (1)	39,000	<i>Yankee</i> (1)	93,000



Left to right: Captains Vander Boudreau, mate on "Yale"; Henry Atwood, port captain, General Seafoods Corp.; Chris Jobansen, of the "Harvard," Reginald Burgess, of the "Yale"; Iver Carlson, of the "West Point"; and James Tierney, mate on the "Princeton."



## "Kittiwake" Followed by "Bittern"

Additions to Portland Trawling Company's  
"Bird" Fleet of Steamers are Diesel Powered

THE steel Diesel-powered trawler *Bittern*, built for Portland Trawling Company, Boston, slid down the ways into the Cooper River at the plant of the Charleston Shipbuilding & Drydock Co., Charleston, South Carolina, on Dec. 9. Sister ship to the *Kittiwake*, launched Oct. 28, the *Bittern* was christened by Mrs. C. L. Guyman, wife of the executive Vice-President of Atlantic Coast Fisheries Co. New York, of which the Portland Trawling Co., is a subsidiary.

Among those present at the ceremony, who were not at the *Kittiwake* launching, were Mr. and Mrs. Guyman, William A. Ellison, Jr., of the research department of Atlantic Coast Fisheries Co., Eads Johnson, naval architect, New York, and G. C. Humphreys of the Boston office, Fairbanks, Morse & Co.

### "Kittiwake" Launching

The launching of the *Kittiwake* on October 28 was attended by 50 guests, including Army and Navy officials from Fort Sumter, Dr. Harden F. Taylor, President of the Atlantic Coast Fisheries Co., Mrs. Taylor, the sponsor; John Graham, President of the Portland Trawling Co.; and Miss Elizabeth Graham; Miss Minerva Billard, Secretary to Dr. Taylor; Mayor Burnett R. Maybank of Charleston; Charles L. Mullally, President of the Shipbuilding Company; Mrs. Lane Mullally; L. Louis Green, Vice-President and General Manager; Mrs. Green; and Mr. and Mrs. John M. Rivers; V. O. Harkness, Mgr., Boston branch Fairbanks, Morse & Co., and Isidore Bromfield, Bromfield Mfg. Co., Boston.

Mr. Green served as toastmaster at the reception and banquet held at the Fort Sumter Hotel the evening of the launching. Mr. Mullally welcomed the guests.

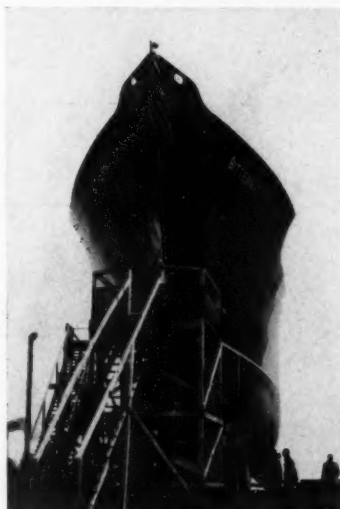
Dr. Taylor said he was well pleased with the *Kittiwake*, and called to mind that he was originally a Southerner.

Mr. Graham expressed his satisfaction with the construction of the vessel, and the cooperation the builders had extended. Emery Thompson, port engineer for the Portland Trawling Co.

An unusual feature of the banquet was the showing of a motion picture film depicting the work of two trawlers off the New England and Newfoundland coasts.

### Dimensions

The *Kittiwake* and *Bittern* are the first Diesel trawlers to be built for the Portland Trawling Co., and the first Diesel-powered beam trawlers to be built South of New York.



The "Bittern" just before she was launched.

They are 146 ft. 6 in. in length, with a beam of 25 ft. 6 in., and depth of 14 ft. 6 in., and will accommodate 22 to 26 men. They have fine hull lines, and a capacity of 300,000 pounds of fish. The fish holds are insulated with 9 in. pure corkboard sheathing on 2½ in. cypress.

### Equipment

Each will be powered with a 575 hp. Model 37 Fairbanks-Morse, 5-cylinder, 2 cycle, 300 rpm. direct reversing Diesel, 14 in. bore x 17 in. stroke, with oil-cooled pistons and fresh-water cooling system.

Deck gear is by the Bromfield Manufacturing Co., and the Bromfield winch will be driven by a Fairbanks-Morse Model 36-A5½ 120 hp., 8 cylinder, 4 cycle, 5½ in. x 7½ in. 900 rpm.

There are two Fairbanks-Morse auxiliary sets, Model 36-A4¼ 40 hp., 4 cylinder, 4 cycle, 4¼ in. bore x 6 in. stroke, 1200 rpm., with a 25 kw. generator.

Other Fairbanks-Morse equipment includes a 23 cu. ft. air compressor direct connected to a 7½ hp. Fairbanks-Morse

motor, a 5 x 6 power pump direct connected to a 10 hp. motor, and a 400 gallon-per-hour fresh water plant.

Other items of equipment include Kingsbury thrust bearing and thrust shaft, Schutte and Koerting heat exchanger, Alnor pyrometer equipment, Maxim silencers on auxiliaries, and Exide starting batteries.

Also Edson steering gear and wheel, Kelvin-White compass, RCA radio equipment, Fathometer, Shipmate range and Bromfield switchboard.

The steel plates for the vessels were obtained from the Lukens Steel Co. of Coatesville, Pa., and the shapes from the Phoenix Iron Co. of Philadelphia.

The heating system for the quarters is by Crane Company, and the oil burning element in the heating boiler is a Valjean

Burner as manufactured by Elisha Webb & Son Co. Masts and spars were obtained from the Pigeon Hollow Spar Co. at East Boston. Shafts are steel with bronze liners; propellers, Ferguson; paint, International; and cordage Plymouth.

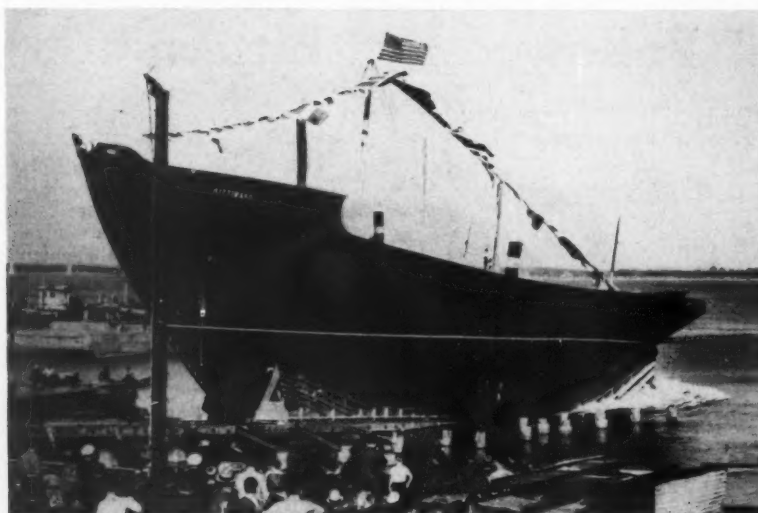
The *Kittiwake* is equipped with an 80 kw. Electro Dynamic winch generator, 100 hp., 450 rpm. trawl winch motor and control, and Bromfield fish hoist. The *Bittern* will have a Diehl 80 kw. winch generator, 125 hp., 475 rpm. trawl winch motor and control, and Diehl fish hoist. Both the Electro Dynamic and



Dr. Harden F. Taylor, Pres., Atlantic Coast Fisheries Co. Mrs. Taylor christened the "Kittiwake."



C. L. Guyman, Executive Vice-Pres. of the Atlantic Coast Fisheries Co. Mrs. Guyman sponsored the "Bittern."



*The "Kittiwake" hitting the water.*

Diehl generators have direct connected exciters and are used with the 120 hp. Fairbanks-Morse auxiliary Diesels.

#### Design

These vessels are built to the highest standards of the American Bureau of Shipping, and will carry its full approval. They will make a speed of about 11½ knots loaded, and

it is believed that their stability while trawling will be exactly as required.

These vessels were designed by Owen & Minot of Boston and the plans and designs were developed in the engineering department of the Charleston Shipbuilding & Drydock Co. under the direction of L. L. Green, Jr., registered naval architect, with Eads, Johnson, M. E. Inc., of New York, supervising construction.

#### Delivery

The *Kittiwake* is expected to have her trial runs soon after the middle of the month and will be delivered to her owners right after Christmas.

The *Bittern*, which was about 60 per cent finished at launching, will be pushed to completion for early January delivery. She was somewhat farther along at launching than the *Kittiwake*, already having had some of her auxiliary machinery installed.

#### Portland Trawling Co. Fleet

The Portland Trawling Co. was organized in 1922 to operate the Atlantic Coast Fisheries Company's vessels, then consisting of four steam trawlers and five schooners. In 1926 the fleet was augmented by 14 trawlers purchased from the Deep Sea Fisheries Co. Previous to the addition of the *Kittiwake* and *Bittern* to the Portland Trawling fleet it numbered 16 steam trawlers.

## Maine

### Lobstering on Up-Grade. Soon to Decide on Rearing Station

**M**AINE lobster fishermen are at present riding the top-most wave. The year's catch has mounted toward the 6,000,000 pound mark, which is a million pounds better than last year. Definite steps have been taken toward the establishment of a State rearing pool, and the lobstermen are receiving 23 cents a pound.

The lobster harvest this season is going to reach \$1,250,000 Commissioner Feyler believes, compared with \$1,000,000 flat last year.

With the aid of improved packages, lobsters are now shipped alive over a large area. The lobster palaces in New Orleans, Dallas, and Denver point with pride to menus which advertise "live lobsters from the State of Maine." Rockland ships about 2,500,000 pounds annually.

The location for the rearing pool, which has been provided for by an appropriation of \$20,000, has not been determined, but a sort of primary election has been held, and out of 20 places placed at the State's disposal there have been found three with special qualifications and out of those three one will be decided upon within the next two months.

Work on the rearing station will begin the moment the site has been selected. The main building will be 50 feet wide and 125 feet long, and there will be 100 tanks, each holding 5000 infant lobsters.

Down in John's Bay, in the town of Bristol, there is a pound filled to the brim with 10,700 pounds of seed lobsters, which are looked upon as ample material for the first session of the rearing station.

#### To Establish New Kelp Plant at Rockland

A crew of over 50 men is employed here transforming the abandoned Point Plant of the Rockland and Rockport Lime Corporation into an extensive kelp processing plant for the Algin Corporation of America. Officials of this concern state that they expect to start operations before Spring.

Large quantities of kelp, a marine growth, will be used and it is understood that much of the supply of raw material will be brought from New Brunswick. Alginic acid and other products will be produced.

This will be the second plant of its kind in operation on the Atlantic coast, and it is reported that a third will be established in Eastport in the Spring. The W. H. & L. D. Betz Co. of Philadelphia opened a factory in Rockland last Spring and has had good results.

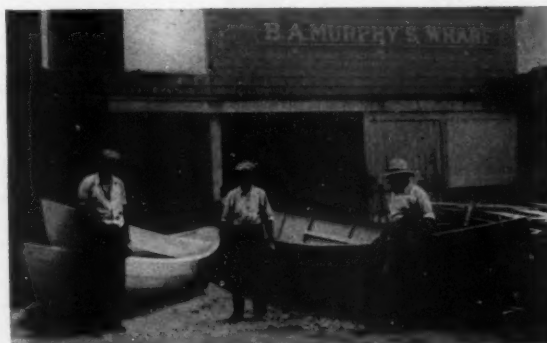
#### Snow Associates to Operate Shipyard

The I. L. Snow Co. shipyard at Rockland has been bought by a group of Rockland business men, who have formed the concern of Snow Associates.

The shipyard, which is one of the oldest in the State, built several fishing boats in the past two years, and its reorganization is expected to provide increased facilities for this trade.

#### In Business at Pleasant Point

W. W. Hall, former engine salesman in Maine, has opened a wholesale and retail lobster business on his wharf at Pleasant Point, Me. He handles Plymouth rope and other supplies.



*The dory shop of B. A. Murphy, Friendship, Me. Left to right: Stanley Simmon; Isaiah Osier, who can build a dory faster than anyone else in Maine, according to Bert A. Murphy, at right.*

## Florida

### News Reveals Plenty of Activity Along the Coast

By Thomas F. Cunningham

**T**WO new boats have been built for John Hardee, one being built in Fernandina and one by the New Augustine Boatbuilding and Repair Shop at St. Augustine. One is powered with a Fairbanks-Morse and the other with a Superior.

The New Augustine Boatbuilding and Repair Shop has also recently built a new boat for John Santos. This boat is named *Fighter* and is powered with a Superior Diesel. They are now building a boat for Truman Pacetti.

#### Other Activity at St. Augustine

The Syrmis Boat Works is building a 57 ft. boat for parties in Fort Lauderdale.

Sarris Bros. have just finished a beautifully designed boat for Capt. Edward O. Brex, named the *Pisces*. She is 52 x 16 x 5 and is powered with a 100 hp. Superior Diesel equipped with 3:1 reduction gear. She accommodates 8 people and has pole and pulpit outriggers and complete trawling equipment for experimental work. Capt. Brex expects to operate at Ft. Lauderdale or Miami for the Winter, and will cruise the Bimini Keys and Central America in the Spring.

#### St. Augustine Engine Installations

A new 3 cyl., 65 hp. Atlas Diesel has been installed in Fred Hansen's shrimp *Grace*.

A 4 cyl., 70 hp. Caterpillar Diesel has been installed in the *Madonna*, which belongs to the Riverside Fish Co.

Capt. Joe Cesaroni is installing a Hill medium speed engine, a 4 cyl., 60 hp. job, in his new boat *L. P. Maggioni*.

A 4 cyl., 60 hp. Hill Diesel has been installed in Capt. Ted Anderson's boat *Effie L.*, which is now in Louisiana.

#### Boats Arriving for Winter Season

Many boats are now coming to St. Augustine for the season. Joe Simpico and Joe Mendes have brought their boats here from Brunswick, Ga. Fred Hansen's boats are on the way here from Louisiana.

#### Daytona Beach

The Daytona Beach Boat Works, Inc., operated by Sherburn M. Becker, President, and M. L. Chadwick, Vice-President and General Manager, is a new, up-to-date yacht basin and yard. It is one of the finest and most complete yards of its kind on the Atlantic Coast.

The Bailey Fish Co., operating as the B & B Fisheries, have moved to the location of the Halifax Fish Market, and are now operating trucks to Miami and the Keys.

#### Cocoa

The Florida Crab Co. has had a very successful season and expect to operate their new plant at Vero Beach by January 1st. This makes three plants for the concern—Cocoa, Mayport and Vero Beach. Some 28 persons are now working at the Mayport branch and at present 20 are employed at Cocoa.

#### W. Palm Beach Co-op. Adds Boats

The Fisherman's Co-operative Corp., of which C. M. Case is President and Manager, reports the addition of four new boats to their fleet. This makes 36 special type boats built and designed by the Corporation.

#### Party Boats Arrive at Palm Beach

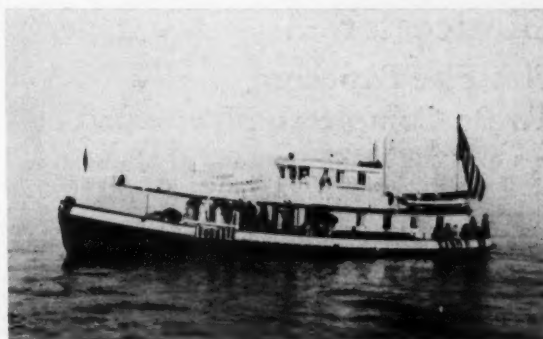
Capt. W. B. Githens has arrived from Point Judith, R. I., and is getting his charter boat *Miss Sally* in perfect trim for the coming season.

Capt. Rudy Steinhauser has arrived here after a leisurely 15-day trip with the *Black Jack* from Beach Haven, N. J.

#### Miami

Capt. C. R. Fine announces an increase in January bookings, and will take the charter boat *Amron II* to Bimini in the Spring.

Capt. Bill Fagen will again operate the *Florida Cracker II* from Pier 5 this Winter. He will cruise the Bimini fishing grounds in the Spring before his return trip to the North.



"M. P. McDonagh," owned by Greenport Oyster Co., Greenport, N. Y., and equipped with a 140 hp., 4 cycle Wolverine Diesel and Shipmate range. Four other boats in the fleet are also powered with Wolverines.

Capt. Art Gardner has taken over the charter boat *Luckie II*, formerly owned by Capt. Banfield. Capt. Gardner will operate from Pier 5, City Yacht Basin.

Sam's Sea Foods, suppliers of fish and seafood for hotels, markets and restaurants, are now using two specially constructed trucks for hotel and restaurant deliveries.

L. L. Long & Co. has changed the firm name, and is now operating as the Long Fish Co.

#### Cocoanut Grove

The Flamingo Boat Livery, run by Frank S. (Pete) Pine, is a new departure in this vicinity. Mr. Pine has some 20 power boats specially constructed for Biscayne Bay fishing. He also has taxi service and a workshop 30 x 15. Mr. Pine has dockage for some 20 charter boats at his new plant.

### Where Shrimp Travel

**T**HE Bureau of Fisheries recently released hundreds of tagged shrimp between Cape Hatteras and Brunswick for the purpose of discovering the Wintering grounds and general movements of the North Carolina and northern South Carolina shrimp.

Previous tagging experiments have proven that the shrimp in southern Carolina and Georgia move southward to central Florida in the Fall and Winter seasons. The records of the 1936 tagging program showed the greatest distance travelled by a shrimp on the South Atlantic coast as approximately 300 miles.

Three thousand shrimp have been tagged in a month's time in the Texas area where tagging is being carried on in co-operation with the Texas Game, Fish and Oyster Commission. A good many of these have already been caught and returned. It is reported from this area that the shrimp seem to move off shore into deeper waters instead of in a coastwise movement.



A. C. Gard, B. E. Spencer and Wallace Taylor, all of Manns Harbor, N. C., overhauling some of their 16 pound nets. They use Linen Thread Co. netting.



## Gloucester

### Fish Pier Expected To Be Completed Next April

THE 1000-ft. fish pier at Five Pound Island is steadily becoming a reality with a force of 130 men under the direction of the Public Works Department of Engineering, who are hoping for a reasonably mild Winter. It is expected the project will be completed and ready for opening April 15, 1938. At present, they are slightly ahead of schedule.

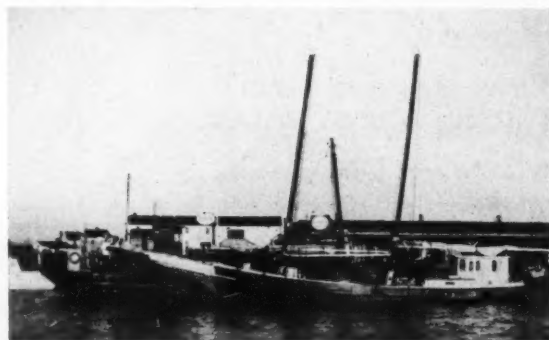
From a window at his home, Alderman Harold B. Webber, "father of the pier," daily witnesses the pier's progress. Many have spoken their claim to having brought the fish pier to Gloucester, but above them all, however, when the fish pier honor roll is established, it will contain the names of a triumvirate including Everett R. Jodrey, local twine dealer, who first breathed the thought of a fish pier in his barber shop 20 years ago; Alderman Webber, who as State representative "fathered" the fish pier bill, and State Senator Cornelius F. Haley, who stood staunchly side by side with Representative Webber, and led the fight for the pier in the Senate.

The pier itself measures 1000 feet long and 600 feet wide, with a cement wall, granite faced, measuring 40 feet wide. The cold storage constructed at the Western extremity of the pier on the Gloucester side is to be 225 feet long and 73 feet deep, running to four stories and a pent-house, the latter for the elevator system. The first story will be divided into rooms for machinery, shipping and receiving rooms, an ice making plant, daily ice storage and reserve ice storage, and an administration office at the rear of the machine room. The three upper stories are for fish storage. Artificial ice will be manufactured for sale to fishermen only. Storage will be for the fishermen alone, and the capacity will be 6,000,000 pounds.

The stores building adjacent to the cold storage is to be 272 feet long and 73 feet deep, two stories high. At first it was planned to have nine stalls of 30 feet width, but at the present time it looks as if there will be but seven stalls, although nothing definite has been decided.

#### Big Run of Late Mackerel

The first day of this month saw another big mackerel spurt along the coast, when a fleet of 15 seiners had 469,000 pounds at New Bedford, Boston, and Newport, and five netters had 49,000 pounds at Boston and Gloucester.



Dock of Gilbert S. High, Essomarine dealer of Bivalve, N. J.

There were seven trips at New Bedford with 234,000 pounds which sold at 6½¢ a pound.

The high-liner was the *Salvatore and Rosalie*, Capt. Tony Frontiero, with 60,000 pounds, which were expected to bring about \$4,000.

#### Master Mariners Endorse Fishermen's Race

At the regular monthly meeting of the Gloucester Master Mariners' Association on December 6, it was voted to endorse an International fishermen's race and to communicate with Gov. Charles F. Hurley asking him to lend his efforts toward having the Commonwealth finance the venture.

It is reported that Governor Hurley has already unofficially approved the idea.

The mariners want the race held in Massachusetts Bay over the 37½ mile course off Eastern Point either during the latter part of the Summer or early Fall of 1938.

The Association feels that the races, by attracting the attention of millions in all parts of the country, will increase the markets of fresh and salt fish and thus help an industry that is one of the largest in the State.

#### Portland Boats Gill Netting

Capt. Ole Christensen of Portland, Me., and his crew in the gill netter *Anna C.*, have returned to spend the season gill netting out of this port.

Capt. Charlie Train and crew of the boat *Pofisco* are here, coming from Portland, Maine, for Fall pollocking. They lifted on November 17 and landed their first catch at the Gorton-Pew fresh fish departments.

#### "Villanova's" Maiden Trip

That brand new beam trawler *Villanova* arrived at the Gorton-Pew Cold Storage wharf on Nov. 17 on her maiden trip, having a fine fare of 173,000 lbs. of cod and haddock. The crew report a successful voyage with the modern craft working like a charm. She is a sister ship to the *Jeanne d'Arc*, which also landed her maiden trip at the same wharf.

#### New Vessel Starts Fishing

Capt. Jim Acker will command the 46-foot boat *Marjorie and Roy* when she makes her first set to begin her gill netting career. She was built and is owned by Doane S. Nickerson of Lanesville.

The craft has been powered with a Ford 85 horsepower Oscar Smith conversion engine, capable of developing 60 horsepower in the water, it is claimed by the builders. On her trials she is reported to have done 10 knots, which is good speed for a gill netter.



The "Triton," owned by John N. Fulham, Haskins Fish Co., Boston. Built by Bethlehem Shipbuilding Corp., and equipped with a 350 hp. Nelsco Diesel, Hyde propeller, Willard batteries, Kinney clutches, Electro Dynamic generators and motors, Bromfield auxiliary set, Fathometer, Kelvin-White compass, RCA wireless, Shipmate range, and Grimsby nets.

## Virginia

### Fleet Augmented By Northern Arrivals

By Sandusky Curtis

THE Boston trawlers *Maris Stella* and *Boston College* have joined the increasing fishing fleet now operating between ports of Tidewater, Virginia and the grounds off the Virginia Capes.

Norfolk, Hampton, Portsmouth and Phoebus were visited by the Gloucester vessels *Portugal*, *Jorgina Silveira*, *Mildred Silva*, *Jennie and Lucia*, *Salvatore*, *St. Providence* and others in November. The Gloucester fleet is expected to provide the bulk of the draggers by the first of the year.

#### Look for Good Season

Fishermen claim that the 1937-38 season has promise of being better than the preceding year. Pound fishermen off Buckroe Beach are bringing in a good portion of the fish which are being marketed at Norfolk. Porgies and croakers are chief items in the catches.

#### Take Action to Boost Prices

Members of the Virginia Fishermen's Association, in a meeting in Mathews last month, went on record in approval of a proposition to increase the minimum price of croakers and other summer fish from 1 cent to 1¼ cents per pound, with the exception of trout, which they voted to hold at a minimum of 1 cent per pound. Another meeting will be called early in January at which time definite action will be taken in the matter. Captain Enoch Hudgins is president of the association.

#### Mathews County Appropriates \$500 for Oyster Beds

The Board of Supervisors at its regular meeting last month appropriated \$500 to be used with an appropriation to be made by the Virginia Commission of Fisheries in the planting of shells on depleted oyster rocks in local waters. The appropriations of the county and the commission of fisheries will be matched by an equal amount by the federal government.

#### Month Cut from Crab-Dredging Season

Shortening the season for Winter dredging of crabs and announcement of the opening of public oyster rocks in York River were highlights of local interest in a meeting of the Virginia Fisheries Commission at Newport News recently. Approval of an extensive oyster repletion program by the Works Progress Administration was also announced.

The commission fixed dates for the Winter dredging of crabs between December 1 and April 1. The Winter season formerly started December 1 and carried through to May 1.

#### "Olympia" Bought by Hampton Concern

Hawkins & Forrest are wholesale fish dealers and recently purchased the *Olympia*, a 75 ft. trawler, and have several other boats fishing for them. They operate two 90-box trucks.

#### Opens New Wharf at Norfolk

Foster Hamilton recently opened his new wharf for business. It is located near York St. Bridge, with plenty of water and dockage space. He handles oil products for the fishing and yacht trade and, in addition to wharf service, operates two tankers in the harbor.

#### Bludworth Installations

W. T. Brownley, Norfolk, compass adjuster and nautical supply dealer, handles the sales and service of Bludworth direction finders. He recently sold and installed one of these finders on the trawler *Clara Hudgins*, owned by Capt. M. L. Hudgins, and one on the *Resolute*, Capt. J. J. Lawson.

#### Humphreys Rys. Busy at Weems

Humphreys Railways, Inc., are remodeling the *Caspian*, owned by Aspen Fish Products Co. of Wildwood, N. J., cutting the draft from 14½ to 11 ft., cutting 8½ ft. off the stern, and rebuilding the 150 hp. Fairbanks-Morse engine.

They recently installed a 250 hp. Cooper-Bessemer in the *David K. Phillips* owned by the Reedville Oil & Water Co. and used in the menhaden fisheries, and a 350 hp. Cooper-Bessemer in the *Feden S. Swan*, owned by the same concern.

## Maryland

### Oyster Industry Production Increased

By Edward Bowdoin

ROBERT F. DUER, chairman of the Maryland Conservation Commission, states the annual oyster harvest has increased more than 1,000,000 bushels in the last two years. A total of 3,081,068 bushels were harvested during the fiscal year ended September 30th.

During September and October of this year oystermen harvested 156, 803 bushels more than were taken during the same period of 1936.

There are one hundred and seventy oyster packing houses in Maryland and over 5,000 people are employed in shucking and packing oysters. Prosperity is again coming to the tide-water sections of Maryland and more and larger boats are operating on the Chesapeake Bay. The planting of shells and seed oysters is increasing the supply. Prophecies of several so-called authorities on the oyster business say it has been the best season so far, in several years, and the outlook is even brighter for the future. The boatmen have made as high as a \$100 a week, tonging oysters in the Potomac River, this season. The dredgers have had good catches and sold at a good price.

Several oyster rocks will be opened for tonging in the Chesapeake and its tributaries by the State Conservation Commission in the near future. Mud Rock in Tangier Sound and in the Nanticoke and Wicomico rivers rocks will be opened that will guarantee a supply after Christmas.

#### Holiday Orders Rush Packers

The Thanksgiving orders this year were the largest for several years. C. A. Loockerman, Crisfield, shipped 17,000 gallons of oysters in the week prior to Thanksgiving. The catchers and packers have realized more money than for several seasons.

#### Reap Harvest from Shell Planting in Poconoke Sound

Oyster tongs in this section are reaping this year the benefit of the Federal-State shell planting program started in 1934, when 16,000 bushels of oyster shells were planted in the Terrapin Lead in Pocomoke Sound, under the direction of some of the leading practical oystermen of the county, and already from 6000 to 8000 bushels of fine oysters have been taken.

#### Coulbourn to Build Modern Plant

One of the largest real estate deals to transpire in Crisfield was effected during November, when Nelson R. Coulbourn, local seafood packer, acquired the Poleyette property west of the old County Wharf, and between the properties of Ralph Riffin & Bro. and the Webb Packing Co.

Mr. Coulbourn will construct the most modern seafood establishment in this section of the country. Fronting more than one hundred and fifty feet along the river front, with a southern exposure, the property is one of the most desirable seafood locations in Crisfield.

#### Crisfield Railway Appoints New Manager

Oscar Howard has assumed the management of the Daugherty-Quinn Railways in Crisfield. Capt. Larry Daugherty, former manager, died in October. Mr. Howard was formerly connected with the N. E. Smith railways in Crisfield.

#### Carol Dryden & Co., Installs New Equipment

Carol Dryden & Co., packers of "Pride of the Chesapeake" seafood, have recently installed new tanks of stainless steel, Monel Metal strainers, Crown capping machinery for Crown Can Co. cans, and a new solid glass top weighing table.

#### Announce Chesapeake Boat Show in March

The second annual Motor Boat Show for Eastern Shore and Chesapeake Bay boatmen will open at Crisfield for 15 days on March 21, 1938. The show, which is being sponsored by Nat Gates, Jr. & Son of this city, affords display of latest marine equipment to the many commercial and sport fishermen operating in this section. Space diagrams will be forwarded to prospective exhibitors upon application.



The oyster freighter "Tony Faust," owned by Wm. P. Riggin of Bridgeton, N. J., and powered with a Model MRA-6-S  $4\frac{1}{2} \times 5\frac{3}{4}$ , 6 cyl., 100 hp. Superior Diesel.

### Block Island Report

**C**ODFISHING during the past month has been the best at Block Island in years. Some 2000 barrels were shipped in a thirty day period and the returns have been good, averaging about ten dollars clear.

Mackerel have been quite plentiful at times and many of the boats have done well drailing. A number of the Gloucester mackerel fleet have been operating from the New Harbor, there being as many as fifteen of them here at one time. Most of them reported good catches.

The lobstermen now have all their gear in and have enjoyed a really good season for lobsters were plentiful. Very little gear was lost, some reporting not a single pot lost. This is quite a contrast to last season when so many lost about half the gear in the September hurricane.

### Mackerel at Noank, Conn.

**A**BOUT 15 boats have been landing large quantities of mackerel at the Noank Fish & Lobster Co. during the past month. The fish are being caught mostly off Montauk Point, and it is quite unusual to find them at this time of year. After the mackerel run, the boats will change to dragging.

#### New London Boat Sold

The *Ethel Lee* of New London has been sold to a Sheepshead Bay, N. Y. party by Capt. Frank McLaughlin, who is retiring after a long career of fishing.

#### Building New Boat at Mystic

Franklin G. Post & Son are building a 33 ft. x 10 ft. 6 in. party and lobster fishing boat for Harry Smith, Block Island, who is trading in his present boat *Carnegie*.

The Post Company reports that it has been doing more fishing boat overhauling than usual. Among the boats repaired were the *Baby 2nd*, owned by Bacchiocchi Bros., Noank, and the *Nellie*, owned by Capt. Albert Jones, New London.



The oyster plant of Frank Rogers & Son, Bayport, L.I., N.Y. Monel Metal equipment is used in this up-to-date plant.

## New Jersey in War on Oyster Drill

**P**ROGRESS in the war against the oyster drill, co-sponsored by the New Jersey Agricultural Experiment Station and the State Board of Fisheries, has been aided materially by the Works Progress Administration.

Three methods of capturing drills are used. On vacant beds, where seed oysters are to be planted, the dredge is used. It is a heavy iron pan, perforated to allow free passage of water, and fitted with a hinged screen cover. Dragged along the bottom, a scraper bar in front of the dredge lifts oysters and empty shells onto the screen, through which dislodged drills fall into the pan, while the oysters and shells slip back to the bottom.

Drill traps are set at intervals of five feet about the edges of the oyster beds in from 10 to 25 feet of water, and are merely wire baskets, baited with young oysters. Traps are raised, cleared of drills, and reset once a week.

Screens are carried on oyster boats operating from the docks along the Maurice River Cove. As oysters are dredged, they are dumped on the screens, and the drills are scraped from the shells as they slide to the deck.

### Mackerel Strike Jersey Coast

Mackerel are already appearing in the vicinity of Atlantic City in large quantities, a sure sign of a mild Winter, according to veteran fishermen.

A fleet of 23 local and visiting schooners returned on Dec. 3 with a record catch of 920,000 pounds of mackerel and cod.

### Schellenger Increases Facilities at Cape May

Clarence Schellenger & Co., with a new addition to their wharf, now afford 1000 ft. dockage space for boats, and can accommodate 50 to 60 boats at a time. They now operate their own ice plant, which makes 15 tons of ice a day and stores 500 tons. They also operate a marine railway which hauls up to 150 tons. The Company was started 20 years ago. Harry W. Bell is President, Clarence Schellenger, Treasurer. Fishing boats are able to get complete service and all supplies.

### Mogck Remodelling Sub-Chaser

Capt. Harry Mogck, Cape May boat builder, is remodelling a sub-chaser into a fisherman, which when completed will be 110 ft. long and will be powered with a 200 hp. Superior, and equipped with Hyde propeller, Delco batteries, and Hathaway winch.

### Port Norris

The Planters Oyster Co., Inc., employ 50 shuckers, and plant 467 acres in Delaware Bay. They will pack in cans of  $\frac{1}{2}$  pint, pint and quart sizes for special orders. They operate one dredger, the *Norman W. Bailey*, 88 x 22 x 7. Capt. Stultz Berry is President and active manager of the Company.

Robbins Brothers, planters and packers of oysters, last January took over the plant formerly operated by Fogg & Stowman. The shucking room is about 60 x 30 and employs 50 shuckers. The Company grow their own oysters, the beds being located on Maurice River Cove. They own and operate three dredgers—the *Addie B. Robbins*, 65 x 20; the *David Robbins, Sr.*, 75 x 21; and the *H. H. Robbins*, 85 x 22. The plant is equipped with Monel Metal strainers, washers, etc., and American Can Co. cans are used.

### The "Tony Faust"

The oyster freight boat *Tony Faust*, owned by Wm. P. Riggin of Bridgeton, N. J., is 71 ft. on the water line, 22 ft. 4 in. beam by 6 ft. draft, powered with a Superior MRA-6-S engine developing 100 hp. at 1600 rpm, with 3:1 reduction gear, turning a 38 x 28 Hyde propeller at 500 rpm., for a speed of better than 9 mph. This installation has been of considerable interest to the operators of boats of this style in this district in that it is one of the first installations of a high speed Diesel engine with reduction gear in a large freight boat. The performance of this boat has been watched with great interest also by operators of similar boats in Baltimore, her regular port of call.

The engine was sold by R. C. Gates who is agent for Superior engines in Cumberland County.



## Louisiana Crab Meat Packing Proves Successful

**C**RAB meat packing, a new enterprise for Terrebonne Parish in the sea food industry, is steadily increasing in volume, with two plants operating in this line: Chauvin Brothers, Inc., Chauvin, and the Lake Oyster and Fish Company, Houma, owned and operated by Theo Engeran. Although beginners in this new activity, these packers have daily handled 2500 lbs. of live crabs throughout the past season to supply their customers, and have equipment which, as demands increase, will take care of several times this amount.

Within a few hours from the time the crabs are caught, they have been taken by truck to the packing plant, where the process of picking and packing is begun.

Shrimp trawlers gather large quantities of crabs, and carry on this industry as a side-line occupation. Heretofore, these crustaceans were thrown back into the water when trawls were raised with shrimp. The crabs are now retained, ice-packed in 100 lb. crates, and taken by the shrimp ice-boats to the crab plants.

The installation of a quick-freezing unit will be made at the Lake Oyster & Fish Co. plant as soon as a sufficient volume of business is developed.

The by-products of the crab meat industry, that is, the broken shells, fat and waste are crushed, dried and used for chicken feed and fertilizer.

A nominal quantity of crabs are available during the Winter months, as they hibernate during cold weather, but barely enough are caught to supply the local market. The active season for crab-meat packing is the period from April to November. A brisk demand exists during March and continues through April and May.

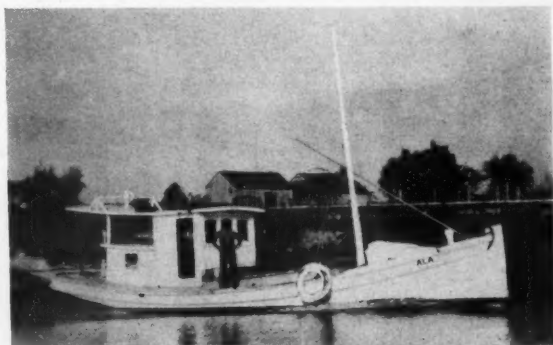
### New Orleans Firms Occupy New Market

New quarters for the French Market Corporation were recently opened on North Peters St., New Orleans. The structure, which is modern in every detail, contains concrete stands with ample drainage facilities, and refrigerated stalls for the storage of shrimp and fish.

The following dealers are now occupying space in the new fish market: Marsalone & Barlotra, J. Maltesi, Frank Piazza, M. Gomes, A. Angelette, Peter Piazza, all doing a retail business; Cuculich Sea Food Co., Battistella Sea Food Co., Bagille Sea Food Co., engaged in retail and wholesale trade; and Paul Piazza, Schiro & Borges, Jos. Monteleone, Giarratano & Rudez, Hercules George, Constanza & Bougon, Jos. Michel, John Ferrara, Paul Pizanie, carrying on a wholesale business.

### Sun Dried Shrimp by Grand Caillou Co.

The Grand Caillou Packing Company, Inc., whose plant is located fourteen miles below the City of Houma on Bayou Grand Caillou, was organized in March, 1924, and since that time has been under the active management of E. M. Lapeyre.

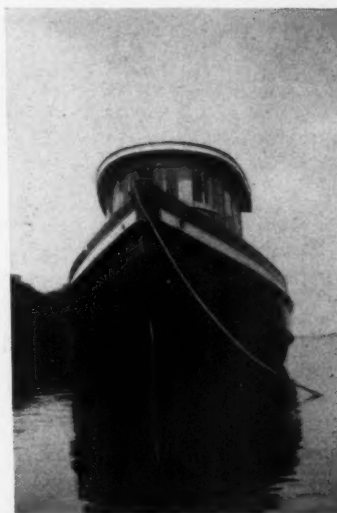


Shrimper "Ala," owned by Renaud Terrebonne of Cut Off, La. She is 44 ft. x 11 ft. 10 in. and powered with an OSCO Marined Ford, 4 cyl., 55 hp. engine, Model 55R, equipped with 2.16:1 reduction gear. The engine was installed by the Lockport Sales & Service Co., of Lockport, La., OSCO distributors for Southwestern Louisiana.

Having started out purely as a cannery of shrimp, it soon broadened its activities and commenced the drying and handling of Sun Dried Shrimp. Later the canning of oysters was included in its program and in the last three years the shipping of green headless shrimp has also been one of its important branches.

The various products of the Company are shipped to the East and West Seaboard of the United States, as well as into the Central markets. It also enjoys a very valuable export business to Europe, Cuba and to the Orient.

The officers and directors comprise: J. M. Lapeyre, President; Chas. B. Carlos, 1st Vice-President; Harry J. Waldo, 2nd Vice-President; and E. M. Lapeyre, Secretary-Treasurer. A. C. Lapeyre makes up the fifth member on the Board of Directors.



The "Ahepa," a tug built by S. E. Krebs & Son, Pascagoula, Miss., for the Liberty Fish Co. of Galveston, Texas. She is 53 ft. x 14 ft. x 5 ft. 6 in., powered with a 100 hp. Fairbanks-Morse engine, and painted throughout with Pettit paint.

### New Orleans Distributor for OSCO

The Marine Division of Oscar Smith & Sons Company, 3102 C Street, Philadelphia, announce the appointment of Boats, Inc., of New Basin Canal, New Orleans, as distributor of OSCO-Ford marine engines and marine conversion equipment for Ford motors.

## Alabama State Docks Install Quick Freezer

**T**HE Alabama State Docks Commission has recently installed a modern quick-freezing system in its cold storage terminal at Mobile. The new unit is 46 feet long, 10 feet wide and 8 feet high.

It has a capacity of 2000 pounds an hour and is designed to freeze shrimp, fish, oysters, and other products.

These new quick-freezing facilities have a record of having frozen shrimp individually and successfully in a period of 15 minutes. When this shrimp was placed on the conveyor belts which carry the product through the freezer the temperature of the shrimp was 60 degrees. Upon going through in 15 minutes' time it was frozen down to a temperature inside the shrimp of zero.

Freezing time on large roe mullet, frozen individually, has been from 45 minutes to an hour.

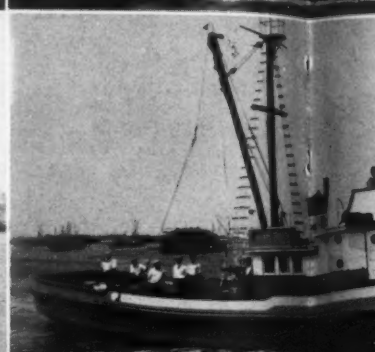
An advantage in freezing shrimp individually as compared to freezing in bulk or freezing products solid in the package is that the product has a more attractive finish and the consumer or buyer may remove any portion of the package without defrosting the entire package, A. A. Richards, plant manager, explains.

Individually frozen shrimp do not stick together even after being stored a long period in a temperature of zero, he says.

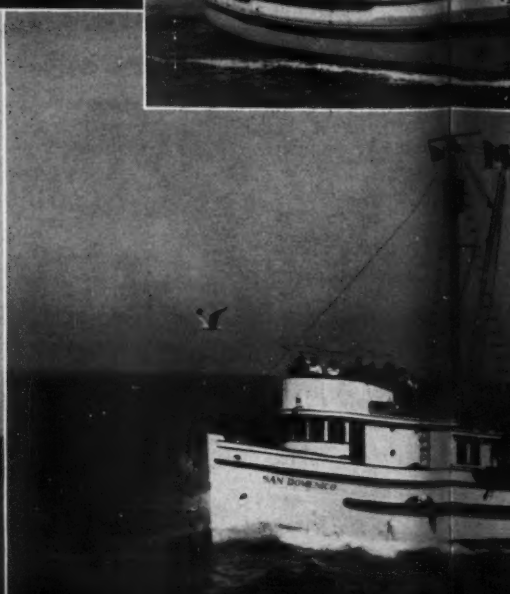
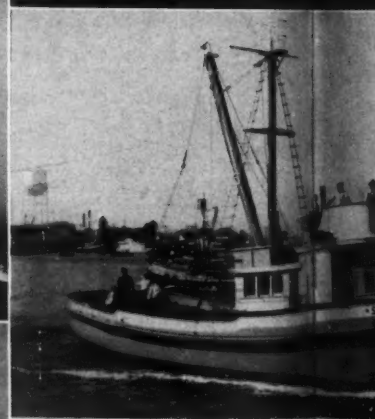
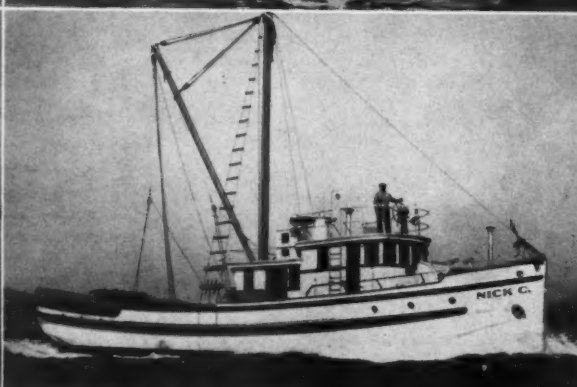
Because of the volume of business received, it already has become necessary to operate the unit day and night for part of the time since it has been in operation.

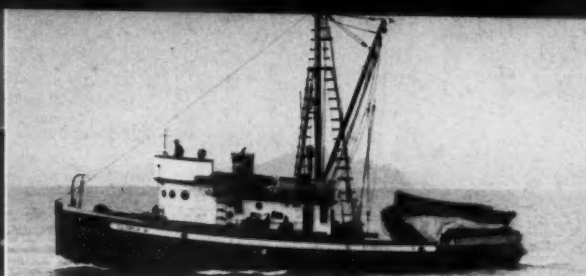
Installation of the quick-freezer unit is an enlargement of the service facilities of the Port of Mobile's \$880,000 cold storage and fruit terminal plant at the Alabama State Docks.

This new plant, placed into regular commercial operation early in 1937, is conveniently situated to water and rail service.



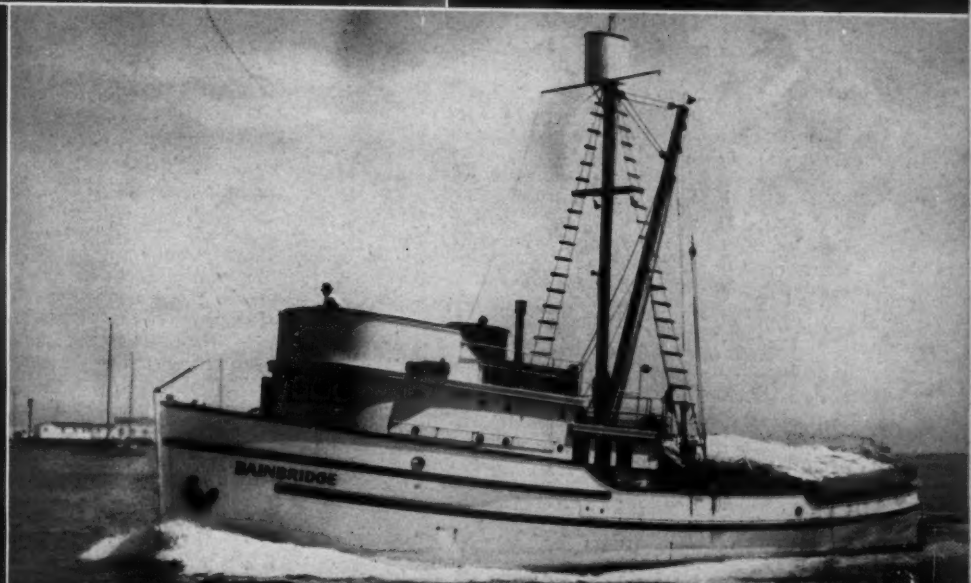
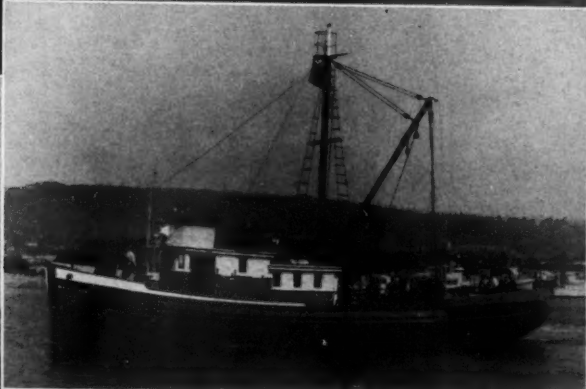
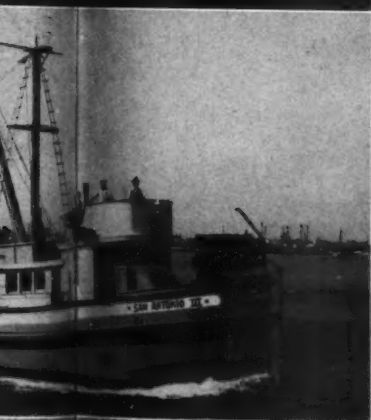
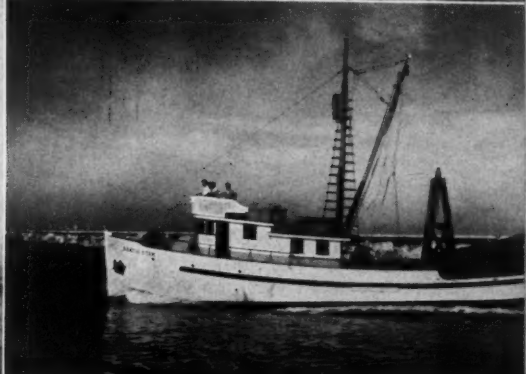
*Atlas Diesels  
Power the Major  
Purse Seiners  
1937*  
*Of 73 boats built Atlas  
The remaining 34 were  
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*As Diesels  
the Majority of  
Schooners Built in  
1937*

*built Atlas powered 39.  
ing 34 were powered by  
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## Vineyard Seafood Business Slows Up As Result of Stock Market Crash

By J. C. Allen

*"Twenty-nine to Thirty and back to Twenty-nine."  
Every day is lousy, every night is fine.  
Smurring up to east'erd, hauling, blowing clear,  
Weather drives you crazy, 'bout this time of year!*

THE Wheelhouse Loafer who pilots this column could bail out a whole mess of words about this and that at this time. There are more things to kick about than usual, and more, perhaps, to be thankful for, and here 'tis, Thanksgiving Time, although the taste of the goose gravy will have been forgotten, even as the spots of it on the mackinaws and vests, by the time this message reaches Pro Bono Publico or who the devil ever reads it.

For months, yes and months, the market has been the best since the depression. Only a couple of little dry spots have hit the fisherfolks and things had begun to look like a darned good Winter for the floating population. And then came the stock market crash. We had always supposed, in our damned ignorance, that even if the stock market did act up, people had to eat with more or less regularity or they'd fade away and croak. But it seems that we were wrong. Anyhow, that's what some of the fish dealers would have us believe. They say, in effect, that when wheat, steel and cotton hit the deck, or the bottom of the hold, that some fifty million human souls go on a hunger strike and not even a broiled mackerel or a hunk of halibut will tempt their appetites.

So, at this writing, we have to report a slowing up in the business of handling sea-food in the raw.

### Cod

Things have been pretty promising all through November in these latitudes. The cod have bit on the inshore ledges for the first time in years and the Loafer noted that there was one schooner, a good-sized one, sailing out of Boston, which took 40,000 pounds of cod with hand-lines, for three successive weeks, laying within two hours' run of the market.

### Haddock

There have been more haddock, and better ones taken than for several years, too, even the small boats getting a good cut a couple of times. Local lads had begun to think that we never would have any more haddock inshore, and even some of our deep-legged lads swore by the Great Hookblock that there was nothing left in the ocean but scrod. But they were wrong.

### Mackerel

Mackerel have run close aboard of us, the latest on record, so far as local sharks can discover. Past the fifteenth of the month, the seiner fleet mopped 'em up off Nomans, to the tune of 10 to 35,000 to a boat. Good big tinkers, they were, retailing right at tidewater for 35c a pound and all hands were glad to get 'em at any price.

### Blame It on the Government

So much for the good things of life, and a few of the bad, but there is a wild wail going up against the administration, which is blamed for almost everything. The draggers swear that the Government weather bureau has played hell with all signs, indications and portents that used to be infallible. And the Provincetown gill-netters who have lost some of their mackerel, blame the administration. Likewise the seiners praise the same group of Master Minds for the same thing.

The Cape Cod Canal is the thing, so all hands claim. Martha's Vineyard hasn't had a gale, a blizzard, a severe electrical storm, or even an old-fashioned downpour of rain since the canal was widened and deepened by PWA!

Old-timers swear that the current affects all storms, and it certainly appears that way. Further, the Easterly wind, which is usually a storm wind, has done things that were never seen before, for they have breezed lightly, the glass has dropped until a gale was expected any minute, and then, without a shift of wind, the sky has cleared and the glass gone up to normal.

## Provincetown Dragger Hauls Improve Many Landing at New Bedford

By J. C. Johnson

MANY of the Provincetown draggers are carrying their week-end catches into New Bedford and shipping through a newly established firm, Acushnet Fish Company, in which Frank Parsons of Provincetown, Samuel Kurtz of New York City and Dan Mullins of New Bedford are partners. Parsons was the high line skipper of the Provincetown dragger fleet, and recently turned over his *Richard and Arnold* to his brother, Henry, to try his luck in the shipping business. Dragger hauls have been consistently better since the season for inshore fishing in the Cape Cod Bay area opened Nov. 1. Catches range from five to twenty boxes, which for the most part are shipped to New York. Mostly flounders and dabs are being caught, not many cod and haddock.

The past month shapes up substantially better than the same period of last year, both as to catches and market returns for the Provincetown fleet. Approximately 2,500 boxes (125 pounds) were shipped off Sklaroff's wharf, most of it to New York; about 2,000 boxes went out of the J. A. Rich Company plant, and some 300 boxes from the Vita Fisheries Company.

### Netters Do Fairly Well

Netters have done fairly well the past month, 300 to 600 pounds of mackerel to a trip. The fish, ranging from 2 to 3 pounds and sometimes more, are the largest mackerel of the season here. Bad weather has hampered the dories. They have been getting mostly hake, three to four boxes (500 pounds) to a trip. Tony Souza, operating the *Shamrock* of Provincetown, is now the top doryman operating out of Plymouth.

### Cold Storage Wharf Collapses

It was reported that fishing gear valued at more than \$40,000 was swept into the harbor at Provincetown when a 200-foot section of Fishermen's Cold Storage Wharf collapsed under the pounding of the surf last month, carrying with it two large sheds. The property was owned by the Atlantic Coast Fisheries Co.

It had been previously rumored that the buildings on this property were to be torn down to make way for a new boat yard and landing place for the weir boats belonging to the Atlantic Coast Fisheries Co. A house adjoining the freezer has already been razed.

### Freezers Nearly Cleaned Out

Freezers are less than half-filled. The trapping is just about over, hence it appears the freezers will be cleaned out before long. Large trucks are taking out 10,000-pound loads quite regularly, most of them going to St. Louis. There is a little herring bait on hand here and in the North Truro freezer.

### Acquires Larger Boat

Capt. Manuel Dutra will remove the engine and gear from his dragger *John D.*, replacing it in a larger boat he has just acquired in Quincy. Thus, he will have the second largest dragger of the fleet, the *Beatrice S.*, Capt. Fred Salvadore, being the biggest.

### Protest Closing of Coast Guard Stations

Manuel Dutra, president of the Provincetown Fishermen's Association, had an opportunity not long ago to let a Government representative direct from Washington, D. C., know what the Provincetown fishermen are up against. Rear Admiral Russell R. Waesche, commandant of the U. S. Coast Guard, flew here to confer with local officials, on protests against the closing of two Coast Guard stations on the ocean side. Capt. Dutra spoke of the increased hazards faced by the fleet as a result of the closing of the stations, which face two well known treacherous bars. He told the Admiral "it was not fair" to deprive mariners along this dangerous stretch of the most adequate protection that is within the power of the Government to provide. The stations in question, at Peaked Hill Bars, and Pamet River, are still closed.

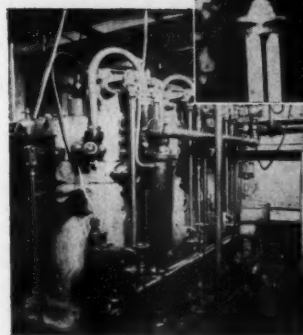
# "Champion of the Fleet"



**W**INNING the fishermen's trophy in the Governor's Regatta at New London last August, Capt. John Smith, skipper of the "Russell S.," lived up to all the best traditions of the old Yankee fishermen. No "wind-jammer" driving her way to market ever rounded a marker with more skill and daring. Coming up from behind at the Ledge Lighthouse, Captain Smith rounded the turn sharply, cut between the two pace setters, took the lead and won going away. Eye witnesses wondered how his vessel escaped with her paint, but

Captain Smith knew he could count on his engine to deliver the extra speed he needed. Just before lining up at the start, he had stopped at the Essomarine Sign.

This was a race for fame and glory, but every day market fishermen race to port with profits as the stake. Like Captain Smith, a great many of these fishermen moor at the Essomarine Sign before heading out to lay their twine. They know that they can always depend upon the products of the world's leader in petroleum for perfect lubrication and maximum power.



● Engine room, showing 3-cylinder, 4 cycle, 70 h.p. Wolverine Diesel with reverse clutch.

● (Above) The Russell S., Stonington, Conn. 60' overall, 15' beam, 7-1/2' draft; capacity 30,000 lbs. of fish; speed 9 knots.



● Captain and owner John W. Smith with the trophy he won in the Governor's Regatta. Captain Smith is President of the Southern New England Fishermen's Association.

**PENOLA INC., 26 Broadway, NEW YORK CITY**

Essomarine Lubricants are distributed by these major oil companies: Standard Oil Company of New Jersey—Colonial Beacon Oil Company, Inc.—Standard Oil Company of Pennsylvania—Standard Oil Company of Louisiana—Standard Oil Company (Inc. in Kentucky)—Standard Oil Company (Ohio)—Humble Oil & Refining Company—Imperial Oil Limited (In Canada)

## Where-to-Buy Directory

### Equipment, Gear, Supplies, Service

Companies whose names are starred (\*) have display advertisements in this issue; see Index to Advertisers for page numbers.

#### BATTERIES

##### Storage

\*Edison Storage Battery Co., W. Orange, N. J.  
 "Exide": Electric Storage Battery Co., Philadelphia, Pa.

Willard Storage Battery Co., Cleveland, Ohio

#### CAN MANUFACTURERS

Continental Can Co., 100 E. 42nd St., New York, N. Y.  
 \*Crown Can Co., Philadelphia, Pa.  
 National Can Corporation, 110 E. 42nd St., New York, N. Y.

#### CLUTCHES

\*Kinney Mfg. Co., 3541 Washington St., Boston, Mass.

#### COLD STORAGE

Quaker City Cold Storage Co., Philadelphia, Pa.  
 Western Refrigerating Co., 18-20 E. Hubbard St., Chicago, Ill.

#### CORDAGE MANUFACTURERS

American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.  
 \*Columbian Rope Co., Auburn, N. Y.  
 \*New Bedford Cordage Co., 233 Broadway, New York, N. Y.  
 \*Plymouth Cordage Co., North Plymouth, Mass.  
 \*Wall Rope Works, 48 South St., New York.  
 Whitlock Cordage Co., 46 South St., New York, N. Y.

#### CYLINDER LINERS, PISTONS, RINGS

Hunt-Spiller Manufacturing Co., 383 Dorchester Ave., Boston, Mass.

#### DEPTH FINDERS

Submarine Signal Co., 160 State St., Boston, Mass.

#### DIESEL GENERATING SETS

Holinders Co., 33 Rector St., New York, N. Y.  
 \*Bromfield Manufacturing Co., 211 Northern Ave., Boston, Mass.  
 F. Van Rossum Hoogendyk, 247 Park Ave., New York, N. Y.  
 Wharf Machine & Electric Co., 263 Northern Ave., Boston, Mass.

#### ELECTRICAL EQUIPMENT

Diehl Manufacturing Co., 75 Kneeland St., Boston, Mass.  
 \*Electro Dynamic Works, Bayonne, N. J.  
 General Electric Co., Schenectady, N. Y.

#### ENGINE MANUFACTURERS

##### Diesel Engines

\*Atlas Imperial Diesel Engine Co., 115 Broad St., New York, N. Y.  
 Holinders Co., 33 Rector St., New York, N. Y.  
 The Buda Co., Harvey, Ill.  
 \*Cooper-Bassemmer Corp., Mount Vernon, O.  
 Electric Boat Co., Groton, Conn.  
 Fairbanks, Morse & Co., Chicago, Ill.  
 F. Van Rossum Hoogendyk, 247 Park Ave., New York, N. Y.  
 \*The National Supply Co., Springfield, Ohio.  
 \*Red Wing Motor Co., Red Wing, Minn.  
 Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.  
 \*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

#### Ford Conversions and Parts

Lehman Marine Engineering Co., 972 Broad St., Newark, N. J.  
 \*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.  
 Oscar Smith & Sons Co., 3102 O St., Philadelphia, Pa.

#### Fuel Oil Engines

\*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.  
 \*Red Wing Motor Co., Red Wing, Minn.

#### Gasoline Engines

The Buda Co., Harvey, Ill.  
 \*Palmer Bros. Engines, Inc., 14 Water St., Cos Cob, Conn.  
 \*Red Wing Motor Co., Red Wing, Minn.  
 Sterling Engine Co., 1270 Niagara St., Buffalo, N. Y.  
 \*Wolverine Motor Works, Inc., 1 Union Ave., Bridgeport, Conn.

#### FIRE EXTINGUISHING SYSTEMS

##### Carbon Dioxide

"Lux" and "Lux-O-Matic": Walter Kidde & Co., Inc., 140 Cedar St., New York, N. Y.

#### FISHING GEAR

\*The Great Grimbsy Coal, Salt and Tanning Co., Ltd., Grimbsy, England.

#### FISH SCALERS

##### Portable, Flexible Shaft

N. A. Strand & Co., 5001 N. Lincoln St., Chicago, Ill.

#### FLOATS, Gill Nets

Chequamegon Cedar Float Co., Washburn, Wis.

#### HOOKS, Fish

"Mustad": Sidney R. Baxter & Co., 90 Commercial St., Boston, Mass.

#### ICE BREAKERS

"Champion": Champion Line Machinery Co., 278 Stewart Ave., Arlington, N. J.  
 \*"Creasey": Gifford-Wood Co., Hudson, N. Y.

#### MARINE INSURANCE

Charles W. Mitchell, 99 Milk St., Boston, Mass.

#### NAUTICAL INSTRUMENTS

Kelvin-White Co., 90 State St., Boston, Mass.

#### NAVAL ARCHITECTS

\*John G. Alden, 131 State St., Boston, Mass.

#### NETS AND NETTING

\*The Linen Thread Co., Inc., 575 Atlantic Ave., Boston, Mass.  
 \*National Net & Twine Co., 211 Congress St., Boston, Mass.

#### NET PRESERVATIVES

"Campbell's Copper Compound": International Chain & Mfg. Co., York, Pa.

#### OILS (Fuel, Lubricating, Gasoline)

\*"Esomarine": Penola, Inc., 26 Broadway, New York, N. Y.  
 Shell Union Oil Corp., 50 West 50th St., New York, N. Y.

#### OILED AND RUBBER CLOTHING

\*D. O. Frost Corp., Gloucester, Mass.  
 \*C. L. Lovig Co., Marinette, Wis.

#### PAINTS

Henderson & Johnson, Inc., Gloucester, Mass.  
 \*Pettit Paint Co., Jersey City, N. J.  
 Edw. Smith & Co., Long Island City, N. Y.  
 \*Tarr & Wonsen, Ltd., Gloucester, Mass.

#### PROPELLERS

Columbian Bronze Corp., Freeport, N. Y.  
 \*Hyde Windlass Co., Bath, Me.  
 Michigan Wheel Corp., Grand Rapids, Mich.

#### PROPELLER SHAFTS

"Monel Metal": International Nickel Co., 67 Wall St., New York, N. Y.

#### RADIO DIRECTION FINDERS

\*Bludworth, Inc., 79 Fifth Ave., New York, N. Y.

#### RADIO TELEGRAPHS

Radiomarine Corporation of America, 75 Varick St., New York, N. Y.

#### RADIO TELEPHONES

Western Electric Co., 195 Broadway, New York, N. Y.

#### RANGES

"Marine Household": The White-Warner Co., 491 West Water St., Taunton, Mass.  
 "Shipmate": Stamford Foundry Co., Stamford, Conn.

#### REVERSE GEARS

Twin Disc Clutch Co., 1341 Racine Street, Racine, Wis.

#### SHIPBUILDERS, BOATYARDS

Bethlehem Shipbuilding Corp., Bethlehem, Pa.  
 \*The Charleston Shipbuilding & Drydock Co., Charleston, S. C.

#### SHIP CHANDLERS

\*Sherman B. Ruth, Inc., Steamboat Wharf, Gloucester, Mass.

#### SIGNALS, Distress

International Flare-Signal Co., Tippecanoe City, Ohio.

#### STEERING GEAR

The Edson Corp., 49-51 D St., South Boston, Mass.

#### STERN BEARINGS

\*Chapman Products, 166 Thames St., Newport, R. I.  
 \*Hathaway Machinery Co., New Bedford, Mass.

#### TAG TACKERS

J. B. Crofoot Co., Mount Prospect, Ill.

#### TELEGRAPH SERVICE

Postal Telegraph, 67 Broad St., New York, N. Y.

#### THRUST BEARINGS

\*Kingsbury Machine Works, Inc., 4316-28 Tackawanna St., Frankford, Philadelphia, Pa.

#### TONGS (Clam & Oyster, Steel)

Alexander Welding Co., 461-5 East Main St., Patchogue, L. I., N. Y.  
 Walter H. Shutt, Bay Shore, N. Y.

#### TRANSPORTATION

Fish Forwarding Co., 151 South St., New York, N. Y.  
 Railway Express Agency, Inc., 230 Park Ave., New York, N. Y.

#### TRAWLING EQUIPMENT

\*New England Trawler Equipment Co., National Docks, Lewis St., E. Boston, Mass.

#### WIRE BASKETS

Massillon Wire Basket Co., 204 4th St., N.W., Massillon, Ohio.



# PORTLAND TRAWLING CO.

*selects*

## ELECTRO DYNAMIC EQUIPMENT

*for its*

### NEW TRAWLER "KITTIWAKE"



"Quality for  
Half a Century"



80 kw., 900 rpm., winch generator.

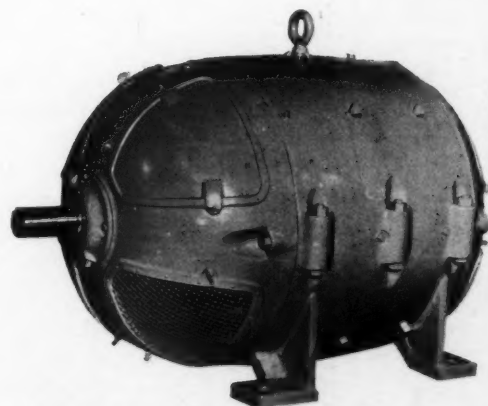
The new trawler "Kittiwake", built by Charleston Shipbuilding & Drydock Co., Charleston, S. C., for Portland Trawling Co., Boston, is equipped with Electro Dynamic winch generator, motor and control, operating Bromfield trawl winch.

These units are sturdily constructed and engineered to meet the requirements of fishing service, with ease of operation.

The Portland Trawling Co. is one of the largest operators of fishing trawlers, and its choice of Electro Dynamic will go far in making the "Kittiwake" show notable results.

"Electro Dynamic" means the best in generators and motors, backed by a 58 years' reputation.

Correspondence invited regarding special designs or uses.

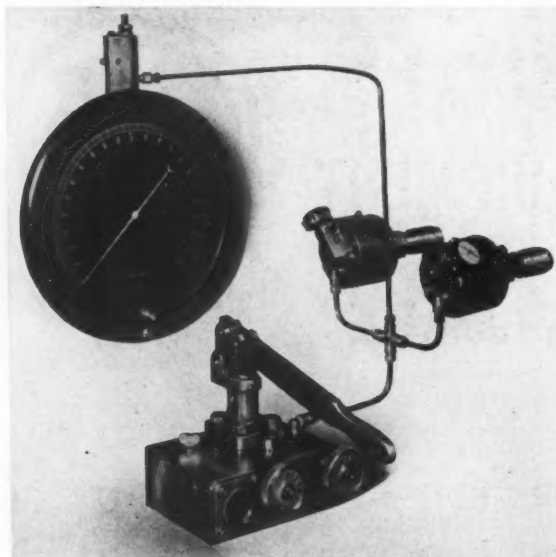


100 hp., 450 rpm., drip proof, semi-enclosed, interpole trawl winch motor.

# ELECTRO DYNAMIC WORKS

of the ELECTRIC BOAT COMPANY

**BAYONNE, NEW JERSEY**



## Propeller Thrust can be ACCURATELY measured

This photograph shows a Kingsbury Thrust Meter, of the type forming part of the Kingsbury equipment on the General Seafoods Corp. motor trawlers, "Yale", "Annapolis", "West Point."

With the Kingsbury Thrust Meter, the actual push delivered by the propeller can be *accurately* measured. By its aid, propeller efficiency may be improved and speed increased or fuel saved.

Other Kingsbury equipment on these trawlers includes the main thrust bearings and disc-oiled propeller line shaft bearings; both with leak-proof, non-wearing end closures.

*All Kingsbury thrust and journal bearings* embody the principle of unbroken oil-film lubrication, by which wear is virtually eliminated. Full information will be given on request.

Kingsbury Machine Works  
Incorporated  
4320 Tackawanna St.,  
Philadelphia, Pa.



# KINGSBURY

**THRUST BEARINGS  
THRUST METERS**

## New York Wholesale Prices at Fulton Fish Market

By J. H. Matthews

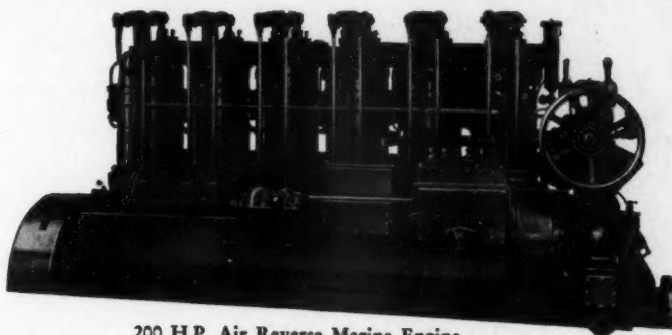
Species	Nov. 1-6	Nov. 8-13	Nov. 15-20	Nov. 22-30
Albacore	.02-.04	.02-.04	.03-.04	.03-.04
Bluefish	.07-.30	.10-.28	.15-.30	.16-.25
Bonito	.14-.16	.14-.18	.18-.20	.18-.20
Butterfish	.08-.18	.08-.14	.10-.16	.08-.16
Codfish, market	.04-.06	.04-.06	.04½-.06	.03½-.06
Codfish, steak	.07-.12	.07-.12	.07-.12	.06-.12
Codfish, fillets	.11-.12	.11-.12	.11-.14	.12-.14
Croakers	.05-.07	.06-.07	.06-.08	.06-.08
Dabs	.02-.04	.02-.05	.03-.06	.01-.05
Eels	.07-.18	.07-.18	.07-.18	.07-.18
Flounders	.03-.08	.03-.12	.03-.12	.02½-.10
Fluke	.10-.14	.11-.14	.12-.14	.10-.14
Haddock	.04½-.07	.04½-.06	.05-.07	.05-.07
Haddock, fillets	.11-.14	.11-.12½	.11-.14	.12-.14
Hake	.04-.05	.03-.05	.04-.05	.03-.05
Halibut	.14-.17	.14-.17	.14-.17	.14-.17
Herring	.02-.03	.02-.03	.02½-.04	.03-.04
Kingfish	.05-.14	.05-.14	.05-.15	.05-.15
King Mackerel	.14-.18	.16-.18	.15-.18	.14-.18
Mackerel	.09-.18	.10-.18	.10-.12½	.08-.12½
Mullet	.06-.08	.06-.08	.06-.08	.06-.08
Pollock	.03½-.06	.03-.06	.04-.06	.04-.06
Pompano	.10-.45	.10-.45	.12-.50	.12-.50
Red Snapper	.15-.20	.15-.18	.10-.16	.10-.14
Salmon, Pacific	.14-.20	.14-.20	.16-.22	.16-.22
Scup (porgies)	.05-.07	.05-.10	.06-.12	.06-.08
Sea Bass	.06-.15	.07-.14	.06-.20	.08-.12
Sea Robins	.03-.04	.03-.04	.03-.04	.03-.04
Sea Trout	.08-.20	.08-.18	.08-.22	.12-.23
Sheepshead	.08-.10	.08-.10	.09-.10	.08-.10
Skate	.02-.04	.02-.04	.02-.04	.03-.04
Smelts	.05-.25	.05-.25	.05-.25	.05-.25
Sole, grey	.08-.12	.07-.12	.10-.12	.08-.12
Sole, lemon	.08-.12	.08-.12½	.10-.12½	.05-.10
Striped Bass (rock)	.07-.14	.08-.15	.12-.16	.10-.16
Sturgeon	.20-.25	.20-.25	.20-.22	.20-.22
Swordfish	.16-.20	.16-.18	.16-.18	.14-.18
Tautog (blackfish)	.07-.10	.06-.09	.06-.10	.07-.09
Tilefish	.05-.06	.05-.06	.05-.08	.05-.08
Tomcod	.02-.04	.02-.04	.02-.04	.03-.04
Weakfish	.07-.18	.07-.16	.08-.20	.08-.18
Whitebait	.06-.10	.04-.10	.05-.14	.04-.12½
White Perch	.06-.14	.08-.12½	.08-.14	.08-.14
Whiting	.01½-.02	.01-.02½	.01½-.03	.02-.03
Clams, hard, (tub)	1.25-2.00	1.25-2.00	1.25-2.00	1.25-2.00
Clams, soft, (tub)	1.25-1.50	1.25-1.50	1.25-1.50	1.25-1.50
Crabs, hard shell	1.50-2.00	1.50-2.00	1.50-2.00	1.50-2.00
Frogs legs	.30-.75	.30-.70	.30-.75	.30-.90
Crab Meat	.20-.50	.20-.50	.25-.50	.25-.85
Lobsters	.25-.50	.30-.50	.25-.50	.28-.50
Lobster Meat	.60-.70	.60-.70	.60-.70	.65-.70
Langouste	.45-.50	.45-.50	.40-.45	.40-.45
Oyster Crabs	.50-.65	.60-.70	.60-.75	.65-.75
Scallops, bay	3.00-5.00	3.00-5.00	2.50-4.50	2.50-4.25
Scallops, sea	1.60-1.85	1.75-2.00	1.65-1.85	1.55-1.80
Shrimp	.10-.14	.10-.14	.10-.14	.10-.14
Squid	.06-.07	.06-.07	.06-.08	.06-.08

### Good Catches at Sheepshead Bay

The Sheepshead Bay boats experienced one of the best Fall cod fishing in years with bright prospects of continued good fishing. Boats are bringing in from 60 to 70 fish a day, some tipping the scales at 30 pounds.

## WOLVERINE DIESELS ARE:

1. Sturdy
2. Simple
3. Reliable
4. Economical
5. Long-Lived



200 H.P. Air Reverse Marine Engine

The 6 cylinder, 4 cycle, air reverse, 9 x 14 Wolverine Diesel, developing 200 hp. at 350 rpm., in the "CATHERINE C", owned by R. J. Cornelius Philip Mancini and Capt. Mogue J. Cullen of New York City.

## DESIGNED FOR FISHING SERVICE

*Catalogue No. 135 Upon Request*

**WOLVERINE MOTOR WORKS, Inc.**

Foot of Union Avenue

BRIDGEPORT, CONN.

### Great Lakes News

**A** SECOND meeting of commercial fishermen representing 10 lakeshore counties was held Nov. 15 at the courthouse in Sheboygan to consider the commercial fishing questionnaire issued by the Wisconsin Conservation Department. The first meeting was held in September, and like the second, opinion on the various questions was divided.

H. W. MacKenzie, director of the state conservation department, presided at the meeting. Also present were John Van Osten of the U. S. Bureau of Fisheries, Ann Arbor, and G. E. Sprecher, fisheries division of the conservation department.

#### Ewig Bros. Adds New Tug to Fleet

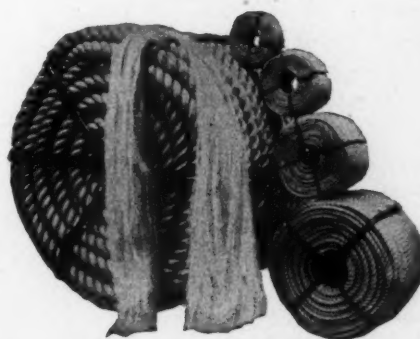
Ewig Bros., Port Washington commercial fishermen, have added a new 50-foot tug to their fleet. The tug is 14½ feet wide, five feet deep and powered by a 150 h.p. Buda Diesel capable of doing 14 miles per hour. The tug, built by the Peterson Boat Building Co., Sturgeon Bay, at an estimated cost of \$11,000, is equipped with a radio telephone system, the first in this part of the country.

#### New Rules Regarding Dip Nets

Dip nets not to exceed eight feet in diameter with meshes of not less than one and one-half inches stretch measure while in use may be used for the taking of smelt in all the streams and rivers flowing into Lake Michigan and the Northern and Southern parts of Green Bay from March 1 to April 25, both dates inclusive, of each year, under the provisions of an order issued Nov. 5 by the Wisconsin Conservation Commission. Catching of smelt as specified is permitted in such streams beginning at the mouth and extending five miles inland.

#### Large Shipment of Fresh Fish

The largest shipment of fresh fish to leave Two Rivers in the last 30 years was dispatched Nov. 3. It consisted of 6,000 pounds of trout caught by the tug *Amity* of the Rawley Fish Co., and was trucked to Chicago. The fish were brought in on one lift and were caught under spawn permits from the Conservation Department.



*"There is no better rope"*

**New Bedford Cordage Co.**

General Offices: 233 Broadway, N. Y. C.

Boston: 10 High St.

Chicago: 230 W. Huron St.

Mills: New Bedford, Mass.





New England winch on "Elvira Gaspar"

### New Type Trawl Winch

A NEW type trawl winch for draggers has been designed by the New England Trawler Equipment Co., East Boston, Mass. The new unit, one of which has been installed on the Gloucester schooner *Elvira Gaspar*, offers a new method of connecting the winch to the main engine, and eliminates any counter shafts or gear boxes.

The new winch, which has a capacity of 500 fathoms of  $\frac{3}{4}$  in. wire rope, has cast steel frame, gears and winch heads, and is built for vertical shaft or short chain drive. The installation on the *Elvira Gaspar* consists of a single Link-Belt chain drive, connected direct to the forward end of the engine by means of a Kinney clutch, operated by a control wheel on deck behind the winch. The winch contains a compact assembly in the middle of the unit with bevel gears enclosed and running in oil. A short shaft with bearings mounted closely on either side is geared to the main drum shaft. Control of the drums is by worm gear. Alemite fittings are used throughout.

The installation on the *Elvira Gaspar*, owned by Capt. Joaquin Gaspar, was made by the Independent Machine Co., Gloucester. The boat recently was equipped with a new JT6 300 hp. Cooper-Bessemer Diesel engine and a 66 in. Hyde propeller. Carpenter work necessary for the placing of machinery was done by Parkhurst Marine Railway.

### Kingsbury Thrust Meter

FOR the exact analysis of propeller performance, the first thing necessary is to separate the two elements which together make up propulsive efficiency — namely, propeller efficiency and hull efficiency. But, to do that, we must be able to measure accurately the "push" delivered by the propeller. That is now possible by means of the Kingsbury Thrust Meter, one form of which is here shown. It is the form used with the familiar "two-shoe" Kingsbury Thrust Bearings used on the *Maine*, *Arlington*, *Jeanne d'Arc*, and other modern trawlers. The lately-launched *Yale*, *Annapolis* and *West Point* are all equipped with these bearings and thrust meters.

The principle of the Meter is simple. The thrust shoes (two each side of the thrust collar) are segment-shaped, and each covers about 60 degrees of arc. They are pivoted, and are free to tilt very slightly, permitting the oil films between them and the collar to take the natural wedge form, with the thick end at the entering edge. When no Meter is installed, the shoes bear against pins supported by the jack screws seen in the end view of a bearing, below and each side of the center.

When the Meter is installed, its elements replace the jack screws. The thrust is then transmitted to pistons working in steel cylinders filled with oil. Thus it is communicated to the oil, and a gauge shows the pressure. The oil pressure in pounds per square inch, multiplied by the piston area, is the "observed" thrust. This is to be corrected for slope of shaft and weight of rotating parts.

In practice, the piston movement is extremely small—merely enough to make sure that the piston is clear of its stops. Since a dial micrometer shows the movement, a few thousandths of an inch is enough. So the piston, instead of being packed with rings or leather, is just a short plug bearing against a fixed rub-

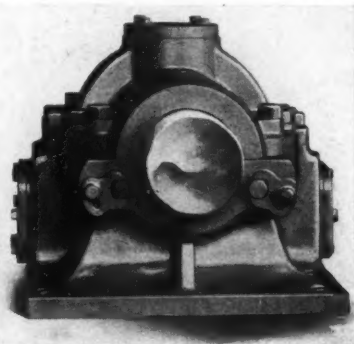
ber diaphragm; and the oil space behind the diaphragm is only about  $\frac{1}{16}$  inch deep. Castor oil is used, so as not to damage the diaphragm. This arrangement is of course leakless and frictionless—important points both.

Since there are two shoes, two "pressure cells" (as they are called) are used. They are connected to each other and to the oil pump and gauge by piping. The general arrangement of oil pump, pressure cells, gauge and piping is illustrated with the pressure cells not installed in a thrust bearing. The purpose of the pump is to force just enough oil into the pressure cells to move the pistons clear of their stops—a fact shown by the dial micrometers shown attached to the pressure cells.

To operate, the pump is worked slowly, one or two strokes, till the dial micrometers show the pistons to be free. Then a valve between the pump cylinder and pressure line is closed. Thereafter the pressure gauge shows the thrust, exactly as it is imposed by the propeller. The Meter is so sensitive that it shows every change in thrust due to pitch and roll of the ship.

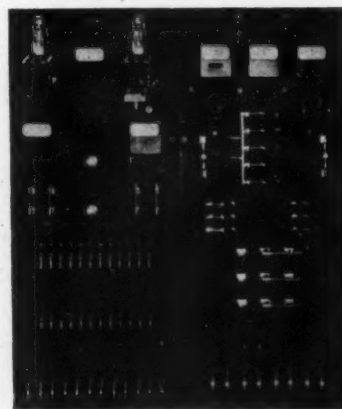
After testing, a release valve is opened and the oil allowed to return to the pump base. A large thrust pin, which during the test abuts a smaller pin inside the threaded shank of the pressure cell, then meets the end of the threaded shank itself, which performs the duty of the jack screw as long as required.

End view of Kingsbury "GF" 2-shoe bearing, showing the two jack screws (a little below center) which are replaced by the "pressure cells" of the Kingsbury Thrust Meter.



Kingsbury Thrust Meter (not installed) for 2-shoe bearing. The two "pressure cells" at the right replace the jack screws in the end of the thrust bearing housing.

Switchboard and control panel for lighting auxiliary generating sets and winch, made by Bromfield Mfg. Co., Boston, for use on Portland Trawling Co.'s new vessels, "Kittiwake" and "Bittern."



## Portland Trawling Company Goes To Charleston for the first Diesel-powered beam trawlers built South of New York

### THE "KITTIWAKE" AND "BITTERN"

for the Portland Trawling Co. of Boston were launched at Charleston, S. C., on October 28 and December 9 respectively.

Built to the highest standards of the American Bureau of Shipping, these trawlers will make a speed of about 12 1-2 miles per hour loaded.

They are 146 ft. 6 in. in length, with a beam of 25 ft. 6 in. and a depth of 14 ft. 6 in.

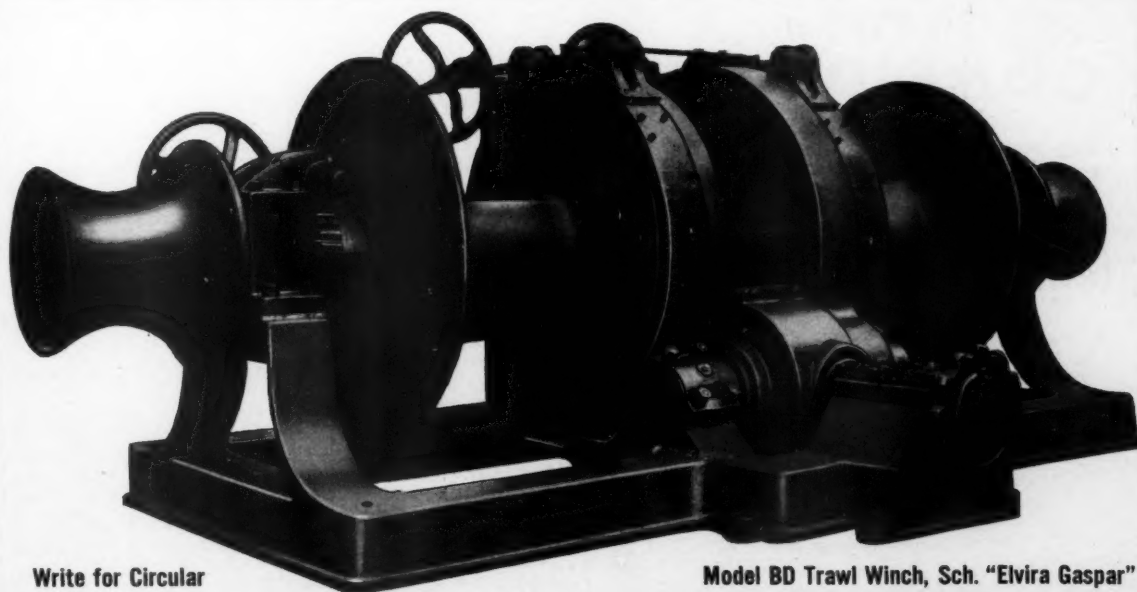
*Built by*

### The Charleston Shipbuilding & Drydock Company

designers, builders of riveted and welded ships

L. Louis Green, Jr., registered naval architect, Vice-President and General Manager

**Charleston, S. C.**



Write for Circular

Model BD Trawl Winch, Sch. "Elvira Gaspar"



**NEW ENGLAND  
TRAWLER EQUIPMENT CO.**

**NATIONAL DOCKS  
EAST BOSTON  
MASS.**



## HYDE PROPELLERS



Hyde extends seasonal greetings to friends, users and dealers everywhere. We have enjoyed preparing our monthly message to reach you in these pages and you have shown appreciation by your loyal support. Merry Christmas and a Prosperous New Year to you.



**HYDE WINDLASS COMPANY, Bath, Maine**  
Member of Marine Propeller Manufacturers Ass'n

## A Mark of CONFIDENCE

The new Trawlers of the American  
Fishing Fleet have been supplied

with

## GRIMSBY NET and GEAR

Manufactured by

**The Great Grimsby Coal, Salt  
& Tanning Co., Ltd.**

### Stockists:

Messrs. F. J. O'Hara & Sons, Inc.  
21 Fish Pier, Boston, Mass.

Messrs. F. W. Wilkisson, Inc.  
16 Fulton Fish Market, New York

The John Chisholm Fisheries Company  
35 Wharf Street, Gloucester, Mass.

The Mullins Fishing Gear, Pier 4  
New Bedford, Mass.

The Westerbeke Fishing Gear Co., Inc.  
279-281 Northern Avenue, Boston, Mass.

## Where to Ship

These companies are in the market for fish and shellfish.

### BOSTON, MASS.

R. S. Hamilton Co., 17 Administration Bldg., Fish Pier.

### CHICAGO, ILL.

Booth Fisheries Corp., 309 West Jackson Blvd.  
H. Grund & Sons, 213 N. Union Ave.  
J. A. Klafin, 209 N. Union Ave.  
Samuel Wax Fish Co., 9240 Baltimore Ave.

### NEW YORK, N. Y.

Beyer Fish Co., Fulton Fish Market.  
Sol Broome & Co., Inc., 34 Peck Slip.  
Cape Cod Fish Co., Inc., 101 Fulton Market.  
Chesebro Bros. & Robbins, 1-2-3 Fulton Market.  
John Dais Co., Fulton Market.  
Eastern Commission Co., 19 Fulton Market.  
Lester & Toner, Inc., Fulton Fish Market.  
South Fish Co., 112-113 Fulton Market.  
Frank W. Wilkisson, Inc., 16 Fulton Market.

### PHILADELPHIA, PA.

Millers Snapper Yard, 1520 E. Montgomery Ave. (Live Snapping Turtles).  
C. E. Warner Co., Inc., 8 Dock St. Fish Market.

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## Where to Buy Fish

Look up the products you need. The numbers after the items refer to the companies listed below.

- 1—Star Fish & Oyster Co., Mobile, Ala.
- 2—Capt. Tom's Fish Mart, Miami, Fla.
- 3—Feyler's, Inc. (Rodney E. Feyler), Rockland, Me.
- 4—John T. Handy Co., Inc., Crisfield, Md.
- 5—Portland Fish Co., Portland, Me.
- 6—Isaac Fass, Inc., Portsmouth, Va.
- 7—Mid-Central Fish Co., 1656 Washington St., Kansas City, Mo.
- 8—Warren Fish Co., P. O. Box 1513, Pensacola, Fla.
- 9—East Coast Fisheries, Inc., 360 W. Flagler St., Miami, Fla.
- 10—Ballard Fish & Oyster Co., Inc., Norfolk, Va.
- 11—Cold Spring Fish & Supply Co., Inc., Wildwood, N. J.

### ALEWIVES:

Nos.: 3, 5, 8

### BLUEFISH:

Nos.: 6, 8, 9, 10

### BUTTERFISH:

Nos.: 3, 5, 10, 11

### CATFISH and BULLHEADS:

No.: 7

### CLAMS:

George Haritos, Ipswich, Mass. (Ipswich Clams).

Also: 1, 3, 5

Canned: 5

### COD:

Nos.: 3, 5, 11

Canned: 5

Salted: 3, 5

Smoked: 3, 5

Cod-Liver Oil: 5

### CRABS and CRABMEAT:

Nos.: 1, 4, 5, 8

### CROAKERS:

Nos.: 6, 10, 11

### CUSK:

Nos.: 3, 5

Salted: 5

### FLOUNDERS:

Nos.: 3, 5, 6, 10

### FLUKE:

No.: 11

### FROGS:

Nos.: 1, 2, 7, 8, 9

### GRAY TROUT:

No.: 10

### GROUPERS:

Nos.: 1, 8

### HADDOCK:

Nos.: 1, 3, 5

Salted: 5

Smoked: 3, 5

### HAKE:

Nos.: 3, 5, 6

Smoked: 3, 5

### HALIBUT:

No.: 7

### HERRING, SEA:

No.: 3

Smoked: 3, 5

### KINGFISH:

Nos.: 2, 8, 10

### LOBSTERS:

No.: 3

### MACKEREL:

Nos.: 3, 5

### MACKEREL:

Salted: 3, 5

Smoked: 3, 5

Canned: 5

### MULLET:

Nos.: 1, 2, 6, 8

Salted: 6, 8

### OYSTERS:

Greenport Oyster Co., Greenport, L. I., N. Y.

Andrew Radel Oyster Co., South Norwalk, Conn.

Also: 1, 3, 6, 7, 8, 10

### POLLOCK:

Nos.: 3, 5

Salted: 3, 5

### POMPANO:

Nos.: 1, 2, 7, 8, 9

### RED SNAPPER:

Nos.: 1, 8, 9

### ROCK OR SPINY LOBSTER

(Southern Crawfish):

Nos.: 1, 2, 8, 9

### SALMON:

No.: 7

### SCALLOPS:

Nos.: 3, 4, 7, 9

### SCUP or PORGIES:

Nos.: 6, 8, 10, 11

### SEA BASS:

Nos.: 1, 6, 10, 11

### SEA BASS (Calif.):

No.: 7

### SHAD and SHAD ROE:

Nos.: 6, 10

### SHEEPSHEAD, Saltwater:

No.: 8

### SHRIMP:

Nos.: 1, 4, 7, 8, 10

Cooked and Peeled: 1

### SPANISH MACKEREL:

Nos.: 1, 2, 8, 9, 10

### SQUID:

Nos.: 3, 10

### SWORDFISH:

Nos.: 3, 5

### TUNA, Etc.:

No.: 5

### TURTLES and TERRAPIN:

No.: 9

### WEAKFISH:

Nos.: 10, 11

### WHITING:

Nos.: 3, 5, 6, 11

Salted: 6



No finer engine was ever built than the Greenwich 6. 150 H.P. at 1400 R.P.M.

It is significant the number of Palmer Engines used by fishermen for boats that really go places. The reason is Palmer dependability, efficiency and economy. They range from 2 to 150 H. P. Send for literature.

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DEALERS IN ALL IMPORTANT COASTAL CITIES

## COPPERTAN LINEN GILL NETTING

MORE FISH MORE PROFIT  
LESS WORRY

*Superior in Durability  
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LUDLOW MANUFACTURING & SALES CO.

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## BROMFIELD WINCH and SIMPLIFIED ELECTRIC CONTROL



on  
**Portland  
Trawling Co.'s  
"Kittiwake"  
and  
"Bittern"**

Also in use on many other trawlers  
When better winches are built—Bromfield will build them

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Diesel Generating Sets  
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Marine Switchboards  
Worm Drive Trawl Winches

Worm Drive Fish Hoists  
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Gallows Blocks and Sheaves  
Bollards, etc.

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"All storage batteries are about the same—except the Edison Steel-Alkaline. It's way ahead in dependability because it's way ahead in principle. No danger that it will 'quit' in the middle of a job, and it lives 2 to 5 times longer."

Edison Storage Battery Division of Thomas A. Edison, Inc., W. Orange, N. J.

## Lunenburg Launches New Schooner for Capt. Parks

By H. R. Arenburg

THE new fishing schooner built for the firm of Adams & Knickle was launched from the shipyards of Smith and Rhuland. The schooner will be commanded by Captain Arnold Parks, and is 143 feet long, 27 feet beam and 10 feet depth of hold. She will be powered by a 240 hp. Fairbanks-Morse engine. As she left the ways she was christened *Harry W. Adams* by Miss Mildred Adams, daughter of H. W. Adams. The schooner was taken to the docks of the Lunenburg Foundry Company, Limited, where her engines were installed. Paul Myra and staff took charge of the rigging.

### Landings of Fresh Fish

The following landings of fresh fish were made by the schooners operating in the Lunenburg Fresh Fishing Fleet during the past month: *Andrave*, Captain Roland Knickle, 80,000 pounds; *R. B. Bennett*, Captain Elburne Demone, 179,000 pounds in three trips; *Jean & Shirley*, Captain Newman Wharton, 120,000 pounds in two trips; *Besemer*, Captain Thomas Himmelman, 10,000 pounds halibut; *Howard Donald*, Captain Guy Tanner, 85,000 pounds; *Ronald J. Knickle*, Captain Clarence Knickle, 45,000 pounds; *Isabel Spindler*, Captain Willett Spindler, 50,000 pounds; *Marshall Frank*, Captain Frank Risser, 145,000 pounds in two trips; *Muriel Isabel*, Captain Walter Crouse, 40,000 pounds in two trips; *Douglas and Robert*, Captain Calvin Tanner, 100,000 pounds in two trips; *Sir Ernest Petter*, Captain Napean Crouse, 75,000 pounds; *Marjory and Dorothy*, Captain Ornan Mossman, 85,000 pounds; *Irene Mary*, Captain Moyle Corkum, 30,000 pounds.

### "Leah Beryl"

Schooner *Leah Beryl*, Captain Arnold Parks, lost her propeller off Egg Island and was towed to Halifax by the schooner *E. F. Zwicker*, Captain William Deal. After landing her cargo of 60,000 pounds fresh fish, she proceeded to Lunenburg under sail, where repairs were effected and she returned to the Banks, fresh fishing.

### "Irene Mary"

Schooner *Irene Mary* has fitted out for fresh fishing and will fish out of Halifax during the Winter months. She is in command of Captain Moyle Corkum. Captain Leo Corkum, who sailed the *Irene Mary* during the salt fishing season, is on shore for the Winter.

### "Freda M"

Schooner *Freda M.*, Captain George Fallett, sailed from Lunenburg to Chester, where she had two 48 hp. Hawboldt engines installed. This is the fourth Newfoundland vessel to have engines installed at Chester this Fall.

### "Maxwell F. Corkum"

Schooner *Maxwell F. Corkum*, which was recently sold to Captain Thomas Harris of Grand Bank, Newfoundland, has sailed for her new home in the Old Colony.

### "Marie A. Spindler"

Tern schooner *Marie A. Spindler*, Captain Randall Fudge, left North Sydney with a cargo of coal and went ashore at Curling, Newfoundland. The schooner is now owned by E. and M. Winters of St. Johns, Newfoundland, and for the last several years has been engaged in carrying freight between North Sydney and Newfoundland. The *Marie A. Spindler* was built at Lunenburg in the shipyards of Smith and Rhuland and was for a number of years engaged in the fisheries with the Lunenburg fishing fleet.

### "Mazatlan"

The motor ship *Mazatlan*, which was launched from the shipyards of J. Ernst & Son, Mahone Bay, was towed to Lunenburg where she docked at the railway wharf to have a 400 hp. engine lifted in. She then proceeded to the docks of the Lunenburg Foundry Company, Limited, where the engine was installed.

## New Brunswick Fishermen Await Outcome Of Extensive Fisheries Survey

By C. A. Dixon

NEW BRUNSWICK fishermen are awaiting with considerable interest the outcome of an extensive fisheries survey of the entire fishing industry of the province, the first of its kind to be made by Provincial Government authorities. Walter W. Leonard of Saint John, a business man long connected with the fishing industry, made the survey and has rendered his report to the Government at Fredericton. It is understood that the report is a very exhaustive one and it is now being studied by a special voluntary advisory committee appointed to look thoroughly into the matter and to make necessary recommendations thereafter to Hon. J. E. Michaud, Federal Minister of Fisheries at Ottawa. It is expected that developments will follow which will greatly aid all branches of the New Brunswick fisheries and related businesses.

### Lobstermen Optimistic

The Fall lobster fishing season opened November 15 in Southern New Brunswick, but a heavy gale from the Eastward paralyzed trap-setting operations the first day in most of the mainland and island fishing districts. The following day some traps were set and reports from various centers indicated smaller catches than were anticipated. Lorneville fishermen in Saint John County expressed optimism over the Fall and early Winter outlook, however, and for the first time for some years Deer Island lobstermen have been enjoying good fishing and good prices, a combination which produced general satisfaction all along the line. Harry Gordon Richardson of Leonardville said that the lobster fishermen were getting two and three lobsters to a trap and were receiving 22 cents a pound for their landings.

### Sardine Season Closing


The sardine industry of southern New Brunswick is drawing to a close at the time of writing, fish having become so scarce that indications point to an earlier closing of the big Canadian factory of Connors Bros., Ltd., which, it is unofficially estimated, has packed approximately 400,000 cases of canned sardines since early last Spring. The factory of H. W. Welch, Ltd., at Fairhaven, Deer Island, was closed prior to the first of November, after having been operated steadily all Summer.

### Large Order for Smoked Herring

One of the largest orders for smoked herring ever received by Grand Manan producers, and one which cleaned up the 1936 pack, leaving the market quite threadbare of anything but new stock hanging in the bays, was promptly filled at 60 cents a box. The order came from the Canadian government for shipment to drought affected areas in Western Canada, and it was for 30,000 18-lb. boxes of mediums. In addition to that nice piece of business, twenty-five carloads of salt and dried fish and other fishery products were ordered by the Government from Southern New Brunswick fishermen and dealers, with the result that the major portion of the dried pollock stocks and other fish were sold at fishing centers in Charlotte County. Voluntary contributions to the Westerners made by collecting societies included fish of various kinds, also. Shipments of dried pollock and hake are also being made steadily to export firms doing business with the West Indies.

### Clammers Making Excellent Pay

Clammers in Charlotte County, N. B., are feeling pretty good these days. Since the opening of the season this Fall, fishermen are making excellent money digging the luscious bivalves from the clean mudflats of the Fundy shores. Large quantities of clams in the shell are being exported to various canneries located in Maine, particularly those at Jonesport. Canadian plants are also now in full swing canning clams at prices higher to the fishermen than for many years past.



**FISH TO MARKET—  
SAFELY, QUICKLY**

DON'T risk your ship and your perishable cargo for the lack of efficient navigating instruments. The **BLUDWORTH DIRECTION FINDER** brings you home safely and quickly. Saves precious hours every trip.

Fisherman model operates on a 6-volt storage battery, with facilities for charging from the ship's lighting system. Guaranteed against failure and need for servicing.

Write for complete information to suit your vessel or fleet. **BLUDWORTH, INC.**, 79 Fifth Avenue, New York.

**BLUDWORTH DIRECTION FINDER**

## JOHN G. ALDEN

**Naval Architect  
Marine Engineer**

*Specializing in*

### TRAWLERS, TANKERS TOW BOATS, ETC.

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**SUPERIOR**  
MADE BY  
**FROST**  
Gloucester  
**Mass.**

**FROST BRAND  
"SUPERIOR"  
OIL CLOTHING**

A first quality garment made to meet the requirements and approval of the fishermen.

*Manufactured by*

**D. O. FROST CORPORATION**  
Factory and Office, 5-7-9-11 Wharf St.  
**GLOUCESTER                      MASS.**

**ICE BROKEN INTO THIN FLAKES**

which will fit in between and without large chunks, which might crush the fish, or slush which makes waste and muss, is produced by

**THE CREASEY  
ICE BREAKER**

because of its interchangeable combs and adjustable front plate.



C-72

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Sales Branches  
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SHIP BRAND  
MANILA



## IT'S THE END OF THE SEASON

That shows the careful-buying fisherman the worth of "JERSEY CITY" Copper Paint.

"PETTIT" Bottom, Exterior Hull, Topside Paints are serving Fishermen around the entire coast line of the United States...and have since 1861.

PETTIT PAINT CO., Inc., Jersey City, N. J.  
Send for All-Atlantic Coast Tide Calendar

**PETTIT** and see what Service means

## The Linen Thread Co., Inc.

Gold Medal Cotton Nets and Twines

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### Sales Offices:

New York	Boston	Gloucester	Baltimore
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## Fisheries Building at N. Y. World's Fair

**T**HE Fisheries Building at the New York World's Fair 1939 will be one of the largest and most colorful structures along the central mall.

The building, one of several in the Food Zone of the exposition, has been planned exclusively for an "associated grouping" of exhibits of commercial, sport and aquarium fish and fisheries, and will be given over to unusually animated and brilliant displays of all things given up by "the seven seas, the lakes and the streams of the world for the comfort and delight of humanity."

The structure's gross area is given as 70,040 square feet. Included in the ground plan are a rearward court, or garden, of 30,000 square feet area wherein will be a "special events" pool, and a covered stadium seating 2,000 spectators at dry and wet fly casting, commercial net handling, Eskimo kayak fishing, Japanese cormorant fishing, and other events of a competitive or sportive nature.

The exterior base of the dome, at avenue level, will be given over to one of the largest single aquariums ever constructed. This will be illuminated at night by ultra-violet and other lights which will cause the fish to take on strange and fluorescent hues. The interior vaults of the dome have been designed as projection screens for continuous motion picture panoramas in color showing the fishing grounds of the world.

The interior of the Fisheries Building will be divided into three central exhibit halls of unusually generous dimensions. One hall is designed for marine products of commerce—food fish, articles of use such as pearl shell, coral products, aquatic leathers, sponges, natural and cultured pearls—and fishing gear.

A second floor of the building, according to plans now under discussion, will be given over to club rooms, a restaurant and lounge, where sportsmen, fishermen and "fish fans" may gather. The special events program will be under the jurisdiction of the International Fisheries Club, now in process of incorporation. The club is expected to sponsor a sea-food restaurant in order that the quality and cooking of fish or other sea foods may be maintained at high level.

The cost of the Fisheries Building is set at \$250,000. Of steel and stucco construction, its chief embellishments will be in shades of red in keeping with the red zone of the exposition's color scheme. The site of the structure is South of the central mall, in the Food Zone, and in strategic position near the Government Zone of the Fair.

## New England Trawler Equipment Co., Distributor for Hill Diesels

**T**HE New England Trawler Equipment Co., National Docks, East Boston, Mass., has been appointed authorized distributor for Hill Diesel engines in Maine, New Hampshire, Vermont, Massachusetts and Rhode Island, and will develop Hill Diesel interests in both the marine and stationary fields.

## Auto-Diesel Piston Rings

**T**HE Auto-Diesel Piston Ring Co., manufacturer of standard and special piston rings, 1440 East 32nd Street, Cleveland, Ohio, announce publication of a new service bulletin and stock list, describing the various types of piston rings and their applications, in sizes to 33-inch diameter; also containing technical information of interest and value to designers, builders and operators of marine craft utilizing combustion or steam propulsion equipment. Copies of the bulletin will be sent upon request.

## Canned Salmon Advertising Doubled

**W**ITH a doubled advertising appropriation making possible a greatly increased advertising schedule on canned salmon with more frequent advertisements in a larger number of publications, canned salmon's selling message of nutritious meals at low cost will be placed before more housewives during 1938 than ever before.

Advertising media to be used include leading women's magazines, farm and small town magazines, newspapers, radio, and outdoor advertising. The magazine schedule will run throughout the year, but will be intensified for special consuming periods such as Lent, the Summer season, and during a Fall merchandising drive on the 1938 pack.

Newspaper, radio, and outdoor advertising will be used at peak interest periods to push retail sales of canned salmon during Lent, and during the Summer season when canned salmon regularly finds increased demand as a hot weather food. These media will give intensified coverage in sixty-four cities located in all sections of the country.

Announcing the details of the campaign, Canned Salmon Industry executives point out that this is the biggest advertising promotional drive ever staged on any canned fish item. The advertising will reach in excess of 85% of all families in the nation.

## New Semi-Diesel and Gasoline Osco-V8

**T**HE Marine Division of Oscar Smith & Sons Co., 3102 C Street, Philadelphia, announces the release of a new model OSCO-V8 engine which is claimed to be entirely new to the marine field.

In keeping with the trend toward the development of semi-Diesel high speed marine engines the Model 60-90D serves a dual purpose.

In cruisers, workboats, auxiliaries, etc., where speed is not too material a factor the Model 60-90D is equipped to operate with light fuel oil and deliver slightly more than 45 bhp. @ 1850 rpm.

In the same type of boats, however, should the necessity or occasion arise in which the full 90 hp. delivery of the engine is required either for speed or the added power required to buck a tide, cross a bar, maneuvering, etc., it is a simple matter to cut out the fuel oil feed and switch immediately to gasoline supply.

The series 60-90 OSCO-V8 engines are available in a variety of reduction gear models in addition to the direct drive model. Reduction gear ratios of 2.16-1, 3-1 and 2-1 in opposite rotation for twin screw drives completes this series.

The semi-Diesel equipment incorporated in this series of V8 engines is also being manufactured and assembled for separate installation on all Ford V8 marine engines 1932-1938 and will be offered shortly in kit assembly form.

## Harrie M. Giffin

**H**ARRIE M. GIFFIN, who was manager of the Transmission Department of the Kinney Manufacturing Company, Boston, Mass., died on November 4.

Mr. Giffin was born in Orange, Mass., in 1875. He was educated in the public schools of that city, and on completion of his education went to work for the Chase Turbine Company of Orange, where he remained for many years, gradually advancing himself through all departments of that business. Later he went with the Pettingal Machine Company of Amesbury, Mass., and while there he developed a line of clutches and cut-off couplings. In 1915, seeking larger and more modern manufacturing facilities, he approached the Kinney Manufacturing Company, and arrangements were made whereby the Kinney Company should take over the clutch business. Since that time Mr. Giffin had been with the company as manager of the Transmission Department.

He will be succeeded by Ralph Anderson, who has worked with Mr. Giffin since he joined the Kinney organization.

## Red Wing THOROBRED

### POWER FOR TOP SPEED



Here is a **SPEEDY** engine. The Hiawatha is far and away the finest engine of its type obtainable. Ample power to maintain top performance even in cruiser and heavier craft. Ruggedly built for years of service.

### "HIAWATHA"

52 to 85 H.P.

6 Cycle—Speeds to 3,000 rpm. Bore 3 3/4"—Stroke 4 1/4". Attractively low priced.

Red Wing offers a **COMPLETE** line of Marine Engines. 20 gasoline sizes 4 to 125 H.P. Red Wing Waukesha Hesselman Fuel Oil 35 to 300 H.P. Red Wing Full Diesel Types 75 to 140 H.P.

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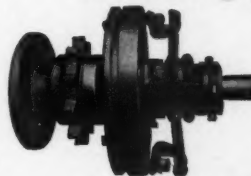
W. H. MORETON CORP., 1043 Commonwealth Ave., Boston

**RED WING MOTOR COMPANY, Red Wing, Minn.**

## KINNEY HAULING CLUTCH

for trawling gear on the

### SMALL BOAT



Now made in small sizes. Use the same type of clutch the larger boats use.

Write for information immediately

## KINNEY

**MFG. CO.**  
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## Hathaway Machinery Co.

Original  
Flax Packed  
**STERN BEARINGS**

**New Bedford, Mass.**

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**1863**

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**COPPER BOTTOM PAINT**

When You Ship FISH, LOBSTERS  
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Complete Line of Fishermen's Supplies Including  
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Complete stock carried on hand at all times

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Try our new DOUBLE DUTY rubber clothes. You get the  
wear of two suits but you only pay the price of one.

**RUBBER CLOTHING**

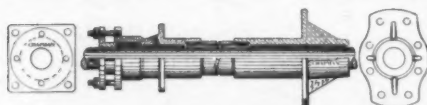
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**CHAPMAN  
STERN TUBE  
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**STUFFING BOXES AND STERN BEARINGS  
CHAPMAN PRODUCTS**

166 THAMES ST. Manufacturers 52nd Year of Service **NEWPORT, R. I.**

**ARE YOU INTERESTED  
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IF YOU ARE,  
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"ATLANTIC FISHERMAN" has by mutual agreement with the publishers of the SELF-STUDY DIESEL COURSE obtained the right to offer this popular course to its readers at a special price of —\$37.50 for the complete course, prepaid—

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**Chapman Stern Tube Assembly**

**T**HE Chapman Stern Tube Assembly for commercial boats and yachts is made in sizes from 1 in. dia. shaft to 6 in. dia. shaft.

The castings are of the highest quality bronze made of all new metal, furnished with highest grade of anti friction metal bearing surfaces. They can also be machined to receive Goodrich Cutless Rubber Bearings with water circulation. Engineering data for architects and builders, as well as price list, can be had by writing the manufacturers, Chapman Products, 166 Thames Street, Newport, R. I. Chapman also make a complete line of Flax Packed Combination Stern Bearing and Stuffing Box. This product has been on the market since 1885. They also make a complete line of Inside Stuffing Boxes.

**W. E. Wechter to Head Up Worthington  
Oil and Gas Atlantic Division**

**T**HE appointment of Mr. W. E. Wechter as Manager of Oil and Gas Engine Sales, Atlantic Division, is announced by Worthington Pump and Machinery Corporation. Mr. Wechter succeeds Mr. R. L. Howes, recently resigned.

In his new duties, Mr. Wechter will supervise oil and gas engine sales in the Atlantic seaboard territory, in which are the Worthington offices at Boston, New York, Philadelphia, Washington and Atlanta.

Since his graduation from Purdue University in 1923, Mr. Wechter has been connected with the Worthington organization, having held successively the positions of salesman in Atlanta territory, Atlanta District Sales Manager, Detroit District Sales Manager, and Assistant Manager of the Oil and Gas Engine Division at Harrison, New Jersey. He will now make his headquarters at the Worthington Office, 2 Park Avenue, New York City.

**Gorton-Pew Merchandise Sea Dishes**

**"A** DELICIOUS deep-sea meal is ready so quickly when you use this product" is the key-note of a 40-page booklet recently published by Gorton-Pew Fisheries Co., Ltd., Gloucester, Mass., entitled "134 Delicious Deep-Sea Dishes".

This booklet shows the origination of Gorton's seafoods under the direction of a distinguished food authority, the scientific research that is conducted in Gorton-Pew's laboratory, and the Test Kitchen and Dining Room where the practical test of taste is made.

The booklet is profusely illustrated with fish dishes in colors, and contains a large number of recipes that are new, practical, dependable and easy to follow.

The romance of the fisheries comes in for its share of attention; and altogether this booklet is an irresistible power in compelling the reader to try such products as Gorton's ready-to-fry cod fish cakes, fancy fillets of salt mackerel, Manhattan style clam chowder, deep sea fish roe, codfish in cartons, flaked fish, New England style clam chowder, choice North Atlantic mackerel, shore dinner haddock chowder, salad fish, codfish in cans ready to use, and other delicacies of the deep sea.

**FOR SALE**

45 ft. dragger powered by a 40 hp. heavy duty Palmer. C. Tringali & Sons, East Boston, Mass.

**FOR SALE**

Schooner *Sarah C. Conway*, 77.4 ft. long, 23.5 ft. beam, 7.4 ft. depth. In good condition. Equipped for dredging and freighting. Delaware Bay Shipbuilding Co., Inc., Agent, Leesburg, N. J.



